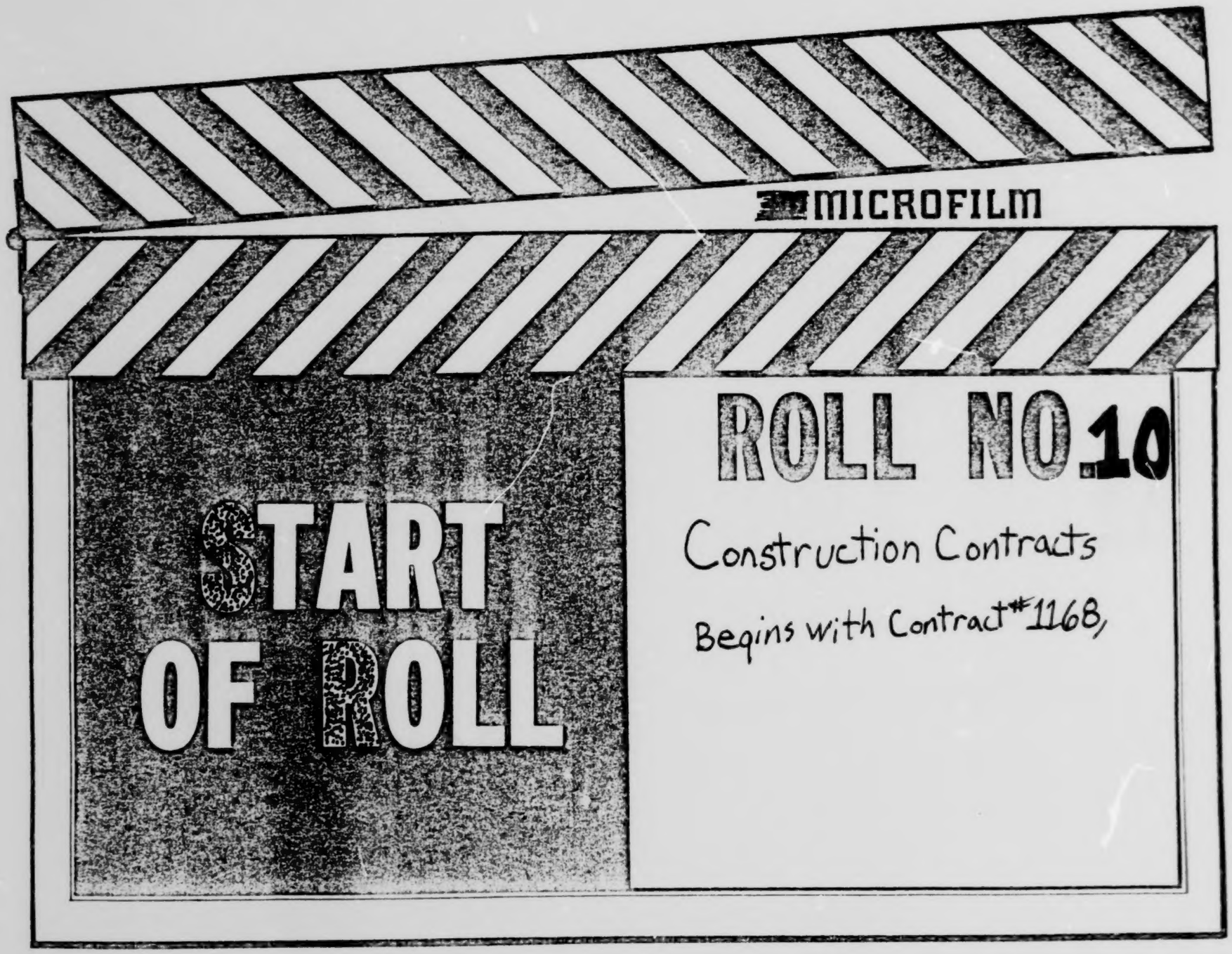

MICROFILM
START
OF ROLL
ROLL NO. 10
Construction Contracts
Begins with Contract #1168,

CONTRACT #1168

PR 140-B Tahkenitch-Gardiner Summit 1930-1931

1168 Folder # 1

PR 140-B Tahkenitch-Gardiner 1930-1931
Summit
1168 Folder # 1

PR 1402

ELECTRIC STEEL FOUNDRY COMPANY

24th & York Streets Portland, Oregon

February 28, 1931

Electric Steel Foundry Company, 1931.
24th & York Streets
Portland, Oregon

State Highway Commission,
Salem, Oregon.

Gentlemen:

Replying to your letter of the 27th instant with further reference to your claim aginst Bilderback & Sons, subcontractors under J. J. Dunn, who in turn is a subcontractor under A. C. Greenwood in connection with Mr. Greenwoods contract for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, wish to say that according to the provisions of Section 2991 of the Oregon Laws for 1920 notices of claims should be filed with the Secretary of State prior to the expiration of one year from the date of completion of the contract in order to hold the bond responsible and liable after that date. If the notice is not filed with the Secretary of State the bond is automatically relieved of liability after a period of one year has expired.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

ELECTRIC STEEL FOUNDRY COMPANY

24th & York Streets — Portland, Oregon

February 27, 1931.

State Highway Commission,
Salem, Oregon.

Gentlemen:

On January 13th we filed a notice with your Commission in connection with material which we furnished to Bilderback & Sons, sub-contractors on the Roosevelt Coast Highway in Douglas County.

Up to the present time we have not received settlement of our claim against Bilderback and Sons and will appreciate your advising the length of time we have for filing suit to collect the amount due.

We will appreciate your furnishing us with this information as promptly as possible.

Yours very truly,

ELECTRIC STEEL FOUNDRY CO.,

By H B Cornell

H. B. Cornell
A. M.

ANSWERED
H. B. C.

FEB 28 1931
OREGON

#1168
10P0
PR1406

February 28, 1931

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have today received from the office of the Secretary of State notice of the claim of H. C. Whitesel for labor and services furnished in the sum of $3040.01 to A. C. Greenwood in connection with his contract for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished in connection with the above mentioned contract. A copy of the notice as filed in the office of the Secretary of State is inclosed.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

cc A. C. Greenwood
500 N. Front Street
Portland, Oregon

STATE OF OREGON

February 28, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 27th instant in which you inclose three certified copies of the notice of claim of H. C. Whitesel for labor and services furnished in the sum of $3940.01 against the bond taken from A. C. Greenwood for the work of construction of the Tahkenitch-Gardner Summit Section of the Roosevelt Coast Highway in Douglas County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

hm
enc.

HAL E. HOSS
Secretary of State

C. N. LAUGHRIGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 27, 931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received from Goss, Murphy & Skipworth, Marshfield, Oregon, and filed as of this date a notice of claim by H. C. Whitesel for labor and services furnished in the sum of $3940.01 against the bond taken from A. C. Greenwood, principal, and the Aetna Casualty & Surety Company, surety, for the work of construction of the Tahkenitch-Gardner Summit Section of the Roosevelt Coast Highway in Douglas County.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

hm
enc.

RECEIVED
FEB 28 1931
OREGON
STATE HIGHWAY COMMISSION

COPY

NOTICE

To the STATE OF OREGON, and to HAL E. HOSS, Secretary of the State of Oregon:

Notice is hereby given that the undersigned, H. C. WHITESEL has a claim for his labor and services and the use of his caterpillar tractor in the sum of $5940.01, against the bond taken from the Aetna Casualty & Surety Company, as surety, and A. C. Greenwood, as principal, for the work of construction of the Tahkenitch-Gardner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon.

H. C. WHITESEL

STATE OF OREGON }
COUNTY OF COOS } ss.

I, H. C. Whitesel, being first duly sworn on oath, depose and say: that I am the claimant named in the foregoing Notice and who signed the same; that I know the contents thereof and that the same is true as I verily believe.

H. C. WHITESEL

Subscribed and sworn to before me this 26th day of February, 1931.

(SEAL)

SIGRIE CHRISTIANSEN
Notary Public for Oregon.

My commission Expires: May 2, 1933

Endorsed: File No. 908
Filed February 27, 1931
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by H. C. Whitesel for labor and services furnished in the sum of $3940.01 against the bond taken from A. C. Greenwood, principal, and the Aetna Casualty and Surety Company, surety, in connection with the construction of the Tahkenitch-Gardner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon, with the original notice of claim filed in the office of the Secretary of State on February 27, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 27th day of February, A. D. 1931.

Hal E Hoss

Secretary of State

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by H. C. Whitesel for labor and services furnished in the sum of $3940.01 against the bond taken from A. C. Greenwood, principal, and the Aetna Casualty and Surety Company, surety, in connection with the construction of the Tahkenitch-Gardner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon, with the original notice of claim filed in the office of the Secretary of State on February 27, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 27th day of February, A. D. 1931.

Hal E Hoss

Secretary of State

#1168

FR 140 B

February 27, 1931

Aetna Casualty & Surety Co.
Bates, Liverly & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim that we have today received from Goss, Murphy and Skipworth, Attorneys of Marshfield, Oregon, being that of H. C. Whitesel against Bilderback & Sons, subcontractors under J. J. Dunn, who in turn was a subcontractor under A. C. Greenwood to whom the Oregon State Highway Commission awarded the contract for the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County. The amount of the claim you will note is $3940.01.

This information is given you as you appear as surety on the bond furnished by Mr. Greenwood in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W
Inc.
cc.
A. C. Greenwood
800 N. Front Street
Portland, Oregon

February 27, 1931

Goss, Murphy and Skipworth
First National Bank Building
Marshfield, Oregon

Attention: J. D. Goss

Gentlemen:

This is to acknowledge receipt of yours of the 26th instant inclosing a formal request of H. C. Whitesel for a certified copy of the contract and bond in connection with the contract awarded to A. C. Greenwood for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County and also inclosing a statement of his claim. We wish to thank you for your courtesy in furnishing us with this affidavit as requested.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

JOHN D. GOSS
HERBERT S. MURPHY
M. W. SKIPWORTH

LAW OFFICES OF
GOSS, MURPHY AND SKIPWORTH
FIRST NATIONAL BANK BUILDING
MARSHFIELD, OREGON

February 26, 1931

State Highway Commission,
Salem, Oregon.

Re- H. C. Whitesel claim under contract of A. C. Greenwood--Tahkenitch-Gardner Summit Section of the Roosevelt Coast Highway in Douglas County

Dear Sir:

Inclosed please find formal application for certified copy of contract and bond in the above matter. This is sent in compliance with the request in your letter of February 6th, transmitting to us the certified copy, receipt of which we hereby acknowledge.

Thanking you for your promptness and courtesy in this matter, we remain,

Very truly yours,

GOSS, MURPHY & SKIPWORTH

BY

JDG:SC

NOTED H. C. WHITESEL

Rec'd 2/27/1931

ANSWERED H. B. G.

JOHN D. GOSS
HERBERT S. MURPHY
M. W. SKIPWORTH

LAW OFFICES OF
GOSS, MURPHY AND SKIPWORTH
FIRST NATIONAL BANK BUILDING
MARSHFIELD, OREGON

FEBRUARY 26, 1931

STATE HIGHWAY COMMISSION,
Salem, Oregon.

Attention H. B. Glaisyer,
Secretary.

Re-A. C. Greenwood contract--Tahkenitch-Gardner Summit Section of the Roosevelt Coast Highway.

Dear Sir:

Application is hereby made to you as the proper officer in charge of the above contract, for a certified copy of such contract and bond of said contractor upon said contract, under the provisions of VII of Title XLIX of Oregon Code 1930, for the purpose of instituting action thereon upon the claim of the undersigned, and there is herewith presented to you affidavit of this applicant with reference thereto.

Very respectfully yours.

JDG:SC

Howard B. Whitesel

GOSS, MURPHY & SKIPWORTH
Attorneys for Claimant.

NOTED
H. B. GLAISYER

STATE OF OREGON)
) ss.
COUNTY OF COOS)

I, H. C. Whitesel being first duly sworn, on oath depose and say: that I am a citizen and resident of the County of Coos, State of Oregon; that heretofore to-wit: on the 27th day of March, 1930, A. C. Greenwood entered into a contract with the State Highway Commission of the State of Oregon for the construction of the Tahkenitch-Gardner Summit grading of the Roosevelt Coast Highway in Douglas County, Oregon; and subsequently said contractor entered into a subcontract with one J. J. Dann therefor, and subsequently J. J. Dann entered into a subcontract with Bilderback & Sons for a portion of said work, and that the relation I bear to such contract and to its performance is by virtue of a contract and employment of myself by said Bilderback & Sons; that pursuant to said contract and employment I furnished one 30 Caterpillar tractor and the services of myself and others in operating the same, from

STATE OF OREGON)
) ss.
COUNTY OF COOS)

I, H. C. Whitesel being first duly sworn, on oath depose and say: that I am a citizen and resident of the County of Coos, State of Oregon, that heretofore to-wit: on the 27th day of March, 1930, A. C. Greenwood entered into a contract with the State Highway Commission of the State of Oregon for the construction of the Tahkenitch-Gardner Summit grading of the Roosevelt Coast Highway in Douglas County, Oregon; and subsequently said contractor entered into a subcontract with one J. J. Dann therefor, and subsequently J. J. Dann entered into a subcontract with Bilderback & Sons for a portion of said work, and that the relation I bear to such contract and to its performance is by virtue of a contract and employment of myself by said Bilderback & Sons; that pursuant to said contract and employment I furnished one 30 Caterpillar tractor and the services of myself and others in operating the same, from May 7, 1930, to December 19, 1930, at a total agreed price of $8261.36; that on the same I have received in cash, supplies, etc., the sum of $4321.35 only, and that there remains due, owing and unpaid thereon, the sum of $3940.01, together with interest thereon from the 19th day of December, 1930.

H. C. Whitesel

Subscribed and sworn to before me this 26th day of February, 1931.

Notary Public for Oregon.

My Commission Expires: 3-22-1932

#116
PR140

February 16,1951

Aetna Casualty & Surety Company
Bates Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are handing you herewith a copy of the notice of claim filed with the Secretary of State by the Concrete Pipe Company for materials furnished A. C. Greenwood in connection with his contract for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County. The amount of the claim is $2461.82 with calculated interest in the additional sum of $142.56 together with interest on $2461.82 from February 1, 1951.

This information is given you as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

cc A. C. Greenwood
600 N. Front Street
Portland, Oregon

February 18, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of February 16th in which you inclose three certified copies of the notice of claim of the Concrete Pipe Company against A. C. Greenwood in connection with the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County. The claim is for materials furnished in the sum of $2465.88 with calculated interest in the additional sum of $142.56 together with interest on $2465.88 from Feb. 1, 1931.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

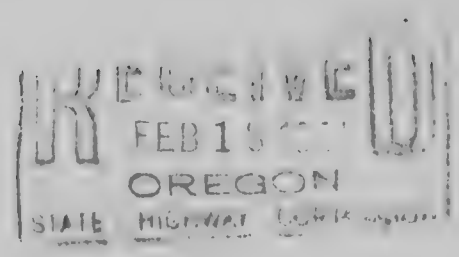
Secretary

PH

HAL E. HOSS
Secretary of State

C. N. LAUGHRIGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM



February 16, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received from Stephen W. Matthieu, Attorney at Law, Portland, Oregon, and filed as of this date a notice of claim by Concrete Pipe Company for materials furnished in the sum of $2463.88 with calculated interest in the additional sum of $142.56 together with interest on $2463.88 from Feb. 1, 1931, against the bond taken from A. C. Greenwood, principal, and The Aetna Casualty & Surety Company, surety, in connection with the construction of the Tahkentich-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
encs

Portland, Oregon, February 14, 1951.

To State of Oregon, Hal Hoss, Secretary of State,
State Highway Commission of Oregon,
A C Greenwood, and
The Aetna Casualty & Surety Company, a corporation:

Notice is hereby given that the undersigned, CONCRETE PIPE CO, a corporation, duly organized and existing under the laws of the State of Oregon, has a claim for materials and supplies furnished, consisting of concrete pipe, in the sum of $3465.88, less $1000.00 paid on account on August 26, 1950, making a balance of $2465.88 principal amount with interest to February 1, 1951, calculated in the additional sum of $142.56 and with interest on said balance of $2465.88 since February 1, 1951, against the bond of A C Greenwood and The Aetna Casualty & Surety Company to the State of Oregon dated April 4, 1950, and given in connection with the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon; that said concrete pipe was supplied to a sub-contractor of the said A C Greenwood and used in the completion of the work for which said bond was given and is a just debt and demand incurred in the performance thereof.

CONCRETE PIPE CO

By STEPHEN W MATTHIESEN

Attorney and Assistant
Secretary

ENDORSED: File No. 904
Filed Feb. 16, 1951
HAL E HOSS
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Concrete Pipe Company for materials furnished in the sum of $2463.88 with calculated interest in the additional sum of $142.56 together with interest on $2463.88 from February 1, 1931, against the bond taken from A. C. Greenwood, principal, and The Aetna Casualty & Surety Company, surety, in connection with the construction of the Tahkentich-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon, with the original notice of claim filed in the office of the Secretary of State on February 16, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of February, A. D. 19 31.

Hal E Hoss

Secretary of State

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Concrete Pipe Company for materials furnished in the sum of $2463.88 with calculated interest in the additional sum of $142.56 together with interest on $2463.88 from February 1, 1931, against the bond taken from A. C. Greenwood, principal, and The Aetna Casualty & Surety Company, surety, in connection with the construction of the Tahkentich-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon, with the original notice of claim filed in the office of the Secretary of State on February 16, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of February A. D. 19 31.

Hal E Hoss

Secretary of State

#1168
KR 140B

STEPHEN W. MATTHIEU

February 16, 1931

Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sirs

This acknowledges receipt of your letter of the 14th instant in which you inclose a notice of the claim of the Concrete Pipe Company against A. C. Greenwood for materials furnished in connection with Mr. Greenwood's contract for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

Very truly yours
STATE HIGHWAY COMMISSION
By
Secretary

HBG:W.

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND OREGON

14 February 1931

State Highway Commission of Oregon
Salem
Oregon

Gentlemen:

I herewith enclose Notice of Claim filed on behalf of Concrete Pipe Co. against the bond of A C Greenwood and the Aetna Casualty & Surety Company in connection with the material furnished in the construction of the Tahkentich-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon.

Yours truly

Stephen W Matthieu

ENC

SWM-k

ANSWERED
H. B. G.

Portland, Oregon, February 14, 1931.

To State of Oregon, Hal Hoss, Secretary of State,
State Highway Commission of Oregon,
A C Greenwood, and
The Aetna Casualty & Surety Company, a corporation:

Notice is hereby given that the undersigned, CONCRETE PIPE CO, a corporation, duly organized and existing under the laws of the State of Oregon, has a claim for materials and supplies furnished, consisting of concrete pipe, in the sum of $3463.88, less $1000.00 paid on account on August 26, 1930, making a balance of $2463.88 principal amount with interest to February 1, 1931, calculated in the additional sum of $142.56 and with interest on said balance of $2463.88 since February 1, 1931, against the bond of A C Greenwood and The Aetna Casualty & Surety Company to the State of Oregon dated April 4, 1930, and given in connection with the construction of the Tahkentich-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon; that said concrete pipe was supplied to a sub-contractor of the said A C Greenwood and used in the completion of the work for which said bond was given and is a just debt and demand incurred in the performance thereof.

CONCRETE PIPE CO

By Stephen W Matthieu
Attorney and Assistant
Secretary

#1168
PR140B

February 16, 1951

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents,
Yeon Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the letter that we have today received from Bell & Co. Inc., of Portland, advising us of their claim in the sum of $71.07 against Bilderback & Sons who did certain subcontract work for Mr. J. J. Dunn in connection with his subcontract under A. C. Greenwood for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by Mr. Greenwood in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W
Inc.

cc A. C. Greenwood
500 N. Front St.
Portland, Oregon

February 16, 1931

Bell & Co. Inc.
East Third and Alder Sts.
Portland, Oregon

Attention: Stanley A. Mansfield

Gentlemen:

This acknowledges receipt of your letter of the 12th instant notifying us of your claim in the sum of $71.07 against Bildersback & Sons for provisions furnished them in connection with their subcontract under J. J. Dunn who in turn is a subcontractor under A. C. Greenwood to whom the State Highway Commission awarded the contract for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

In connection with this project Mr. Greenwood furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. We offer this bond to you for your protection. It was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland, Oregon.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

BELL & CO. INC.

WHOLESALE FRUITS AND PRODUCE

EAST THIRD AND ALDER STS.

PORTLAND, OREGON

February 12, 1931

To the Secretary,
State Highway Commission,
Salem, Oregon

NOTICE is hereby given that the undersigned, Bell & Co., Inc., has a claim for provisions in the sum of $71.07 against the bond taken from A. C. Greenwood, issued by the Aetna Casualty and Surety Company, for supplies furnished to Bilderback & Son, a sub-contractor under John J. Dann, who was also a sub-contractor under A. C. Greenwood.

BELL & CO., Inc.

By Stanley A. Mansfield

ANSWERED
H. B. G.

DISTRIBUTORS OF SUN MAID RAISINS, WALNUTS, DRIED FRUITS, POP CORN,
MAGNUS-CALIFORNIA SUPERIOR MINCE MEAT AND BAKERY SPECIALTIES.

STATEMENT EAst 5121

BELL & CO., Inc.

WHOLESALE

FRUITS AND PRODUCE

EAST THIRD AND ALDER STREETS

PORTLAND, OREGON

Feb. 12, 1931

#1168
PR 1400

Bilderback & Son
Siltcoos, Oregon
(Shipped to Kroll, Ore.)

TERMS: CASH (NO DISCOUNT)
REMIT BY MONEY ORDER OR BANK DRAFT

ALL BILLS NOT PAID AT MATURITY
SUBJECT TO SIGHT DRAFT

Bell & Co Eugene

Nov. 3		35.58	
22		17.38	
24		2.32	
	Bell & Co., Portland		
Dec. 10		15.00	
10		.79	
			71.07

#1168
PR 1400

February 16, 1931

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of the notice that we have received from the Clyde Equipment Company, Portland, Oregon, concerning their claim against Bildersback & Sons, subcontractors under John J. Dunn who in turn is subcontractor under A. C. Greenwood to whom the State Highway Commission awarded the contract for the grading of the Tenmile-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by Mr. Greenwood in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBQ:W
Inc.

cc A. C. Greenwood
500 N. Front Street
Portland, Oregon

February 16, 1931

Clyde Equipment Company
555 Thurman Street
Portland, Oregon

Attention: Mr. H. R. La Bonte

Gentlemen:

This will acknowledge receipt of your letter of the 9th instant inclosing the notice of your claim against the contract awarded to A. C. Greenwood for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, which claim was in the sum of $2,416.65 and is directly against Rillerback & Sons, who were employed on this work.

We are today calling this matter to the attention of the Aetna Casualty & Surety Company who appear as surety on the bond furnished by Mr. Greenwood in connection with this contract. We would suggest that you do likewise since this bond was furnished for the protection of labor and material claims and all just debts, dues and demands incurred against the project. The local agents of this bonding company are Bates Lively & Pearson, Yeon Building, Portland.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HRG:W

C. A. LUSTER, President
J. R. McGIFFERT, Vice President

O. B. BJORGE
Secretary and General Manager

H. R. LaBONTE, Treasurer
M. W. LEPP, Asst. Secretary

CLYDE EQUIPMENT COMPANY

555 THURMAN STREET
PORTLAND, OREGON

3410 FIRST AVENUE SOUTH
SEATTLE, WASHINGTON

EQUIPMENT

FOR LOGGERS - CONTRACTORS - RAILROADS - INDUSTRIAL PLANTS

PORTLAND, OREGON

Feb. 9, 1931.

Secretary State Library Comm.,
Salem, Ore.

Dear Sir:

We present attached our claim in the amount of $2416.65 against Silverbow Logging Co. and subscribers on Project #1184, Joint #1168 for work of grading a portion of Roosevelt Coast Highway in Douglas County being Unexpected Preliminary Unit Section.

Please acknowledge receipt of this claim and oblige.

Very truly yours,

[illegible]

H. R. LaBonte

Encl:-

ANSWERED
H. B. C.

Port[illegible], Oregon
Jul. 1, 19[illegible]

Secretary, State Highway Comm.,
Salem, Oregon.

Notice is hereby given that the undersigned, [illegible] Co[illegible], has a claim for rental on [illegible] in the sum of $476.65 against the said State Highway Comm. A. J. Crawford, Principal, with [illegible] Surety Company of Oregon, Bond No. 1544, Contract No. 1168 for the year of [illegible] Highway Commission of the State of Oregon.

[illegible]

By: W. LaBonte
Treasurer

#1168
10 P 0
PR 140 B

February 14th, 1951

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are handing you herewith a copy of the notice of claim which has been filed with the Secretary of State by Bell & Co. Inc. for provisions furnished in the sum of $71.37 against the bond taken from A. C. Greenwood in connection with the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by Mr. Greenwood in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW
Enc.

A. C. Greenwood CC.
500 N. Front Street
Portland, Oregon

February 14, 1951

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of February 13th in which you inclose three copies of the notice of claim filed by Bell & Co. Inc. against A. C. Greenwood for provisions furnished in the sum of $71.07 in connection with the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 13, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim by Bell & Co., Inc. for provisions furnished in the sum of $71.07 against the bond taken from A. C. Greenwood, principal, and Aetna Casualty and Surety Co., surety, for supplies furnished to Bilderback & Son.

We are enclosing herewith for your information and files a copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
encs.

RECEIVED
OREGON

BELL & CO. INC.
Wholesale Fruits and Produce
East Third and Alder Sts.
Portland, Oregon
February 12, 1951

To the Secretary of State,
State of Oregon

NOTICE is hereby given that the undersigned, Bell & Co., Inc., has a claim for provisions in the sum of $71.07 against the bond taken from A. C. Greenwood, issued by the Aetna Casualty and Surety Company, for supplies furnished to Bilderback & Son, a subcontractor under John J. Dann, who was also a subcontractor under A. C. Greenwood.

BELL & CO., INC.

By STANLEY A. MANSFIELD

Endorsed: File No. 901
Filed February 13, 1951
HAL E. HOSS,
Secretary of State

#1168
10P0
PR140B

February 11, 1931

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Keen Building
Portland, Oregon

Gentlemen:

We hand to you herewith copy of the notice of claim filed in the office of the Secretary of State by the Clyde Equipment Company against A. C. Greenwood for rental of equipment and material in the sum of $2416.65 in connection with the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

Inc.

cc A. C. Greenwood
500 N. Front Street
Portland, Oregon

February 11, 1951

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of February 10th in which you inclose three copies of the notice of claim of the Clyde Equipment Company for rental of equipment and material in the sum of $2416.65 against A. C. Greenwood in connection with his contract for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PE

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 10, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim by Clyde Equipment Company for rental on equipment and material in the sum of $2416.65 against the bond taken from A. C. Greenwood, principal, and Aetna Casualty & Surety Company, surety, for the work of grading a portion of the Tahkenetch Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, contract No. 1168, project No. 1254.

We are enclosing herewith for your information and files a copy of this notice together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Cubley

HM
encs.

RECEIVED
FEB 11 1931
STATE HIGHWAY
OREGON

COPY

Portland, Oregon
Feb. 9, 1931

To the Hon. Secretary of State,
Salem, Oregon.

Notice is hereby given that the undersigned, Clyde Equipment Company, has a claim for rental on equipment and material in the sum of $2416.65 against the bond taken from A. C. Greenwood, Principal, with the Aetna Casualty & Surety Company as surety in Project No. 1254, Contract No. 1168 for the work of grading a portion of Roosevelt Coast Highway in Douglas County being Tahkenetch Gardiner Summit Section.

CLYDE EQUIPMENT COMPANY,

By: H. L. LA BONTE, TREASURER.

Endorsed: File No. 898
Filed February 10, 1931
HAL E. HOSS,
Secretary of State

#1168

PR140B

February 9, 1951

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We hand to you herewith copy of a notice of claim which has been filed by Stephen W. Matthiesn, Attorney of Portland, for the Concrete Pipe Company against A. C. Greenwood in connection with his contract #1168, for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:W
Enc.

cc A. C. Greenwood
650 N. Front Street
Portland, Oregon

February 9, 1951

Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of February 6th in which you inclose affidavit of claim of the Concrete Pipe Company in the amount of $2606.44 against A. C. Greenwood in connection with his contract #1168 for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

In accordance with your request we are handing you herewith certified copy of this contract and bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcP:W
Inc.

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND OREGON

6 February 1931

State Highway Commission
Salem
Oregon

Gentlemen:

I herewith enclose the statutory affidavit.

Will you kindly send me a copy of the bond of A C Greenwood and the Aetna Casualty and Surety Company covering the Gardiner-Tahkinitch Section of Roosevelt Highway.

My client has a claim against this bond upon which there is an unpaid balance of $2606.44.

Yours truly

Stephen W Matthieu

LHC
Encl

A F F I D A V I T

STATE OF OREGON)
: ss
County of Multnomah)

I, Stephen W Matthie, being first duly sworn, depose and say that I am attorney for Concrete Pipe Co., an Oregon corporation; that my client has a claim against the bond of A C Greenwood and/or Aetna Casualty and Surety Company, the surety thereon, given in connection with the contract for the constuction of Gardiner-Tahkinitch Section of the Roosevelt Highway; that my client has supplied material and labor used in the construction of said improvement that has not been paid for;

This affidavit is made for the purpose of securing on behalf of my client a copy of the aforesaid contract and bond against which said claim for material and labor may be made.

Stephen W Matthie

Subscribed and sworn to before me this 6th day of February. 1931.

Marion King
Notary Public for Oregon

My Commission expires 30 September 1933

#1168
10P0
PR140B

February 7, 1951

Mal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 4th instant to which you inclose three certified copies of the claim of the Miller-Sanford Tractor Company against A. C. Greenwood for materials and labor furnished in the sum of $619.77 in connection with the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

February 7, 1931

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of two notices of claim of the Miller-Sanford Tractor Company against A. C. Greenwood in connection with Mr. Greenwood's contract for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County. One of these claims is in the sum of $648.67 and is for materials and labor furnished and the other is in the sum of $619.77 and is for materials and labor furnished also.

This information is given you as you appear as surety on the bond furnished in connection with the above mentioned contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PS
Inc.

cc A. C. Greenwood
900 N. Front Street
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 4, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received from Messrs. Calkins & Calkins, Eugene, Oregon, and filed as of this date a notice of claim by Miller-Sanford Tractor Company for materials and labor furnished in the sum of $848.87 against the bond taken from A . C. Greenwood, principal, and Aetna Casualty and Surety Company, surety, in connection with the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Contract No. 1168.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

H
e .

EUGENE, OREGON
February 2, 1931

To Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon.

Notice is Hereby Given that the undersigned Miller-Sanford Tractor Company, a corporation, has a claim for labor and materials furnished in the sum of $848.87 against a bond taken from A. C. Greenwood and written by the Aetna Casualty and Surety Company for work done by a subcontractor on State Highway contract No. 1168 covering the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon.

This material was furnished Bilderback & Sons who were subcontractors on the above job, in the way of labor and material which was used up in the operation of said tractors on the job, in repairs, replacement and upkeep.

Dated at Eugene, Oregon, February 3rd, 1931.

MILLER-SANFORD TRACTOR COMPANY

By F. A. MILLER
Secretary

STATE OF OREGON
ss
COUNTY OF LANE

On this 3rd day of February, 1931, before me appeared F. A. Miller, to me personally known, who being duly sworn, did say that he, the said F. A. Miller is the Secretary of the said within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and said F. A. Miller acknowledged said instrument to be the free act and deed of said Corporation.

In Testimony Whereof, I have hereunto set my hand and affixed my official seal, this the day and year first in this, my certificate, written.

(SEAL)

S. M. CALKINS
Notary Public for Oregon My Commission expires: 11/4/32

Endorsed: File No. 892
Filed February 4, 1931
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Miller-Sanford Tractor Company for labor and materials furnished in the sum of $848.87 against the bond taken from A. C. Greenwood, principal, and Aetna Casualty and Surety Company, surety, for the work of grading the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, contract No. 1168, with the original notice of claim filed in the office of the Secretary of State on February 4, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 5th day of February, A. D. 19 31.

Hal E Hoss

Secretary of State

Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Miller-Sanford Tractor Company for labor and materials furnished in the sum of $848.87 against the bond taken from A. C. Greenwood, principal, and Aetna Casualty and Surety Company, surety, for the work of grading the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, contract No. 1168, with the original notice of claim filed in the office of the Secretary of State on February 4, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 5th day of February, A. D. 1931.

Hal E Hoss

Secretary of State

#1168
10P0
PR140B

February 7, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of February 4th in which you inclose three certified copies of the notice of claim of the Miller-Sanford Tractor Company against A. C. Greenwood for materials and labor furnished in the sum of $848.07 in connection with the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PH

February 7, 1931

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of two notices of claim of the Miller-Sanford Tractor Company against A. C. Greenwood in connection with Mr. Greenwood's contract for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County. One of these claims is in the sum of $648.87 and is for materials and labor furnished and the other is in the sum of $619.77 and is for materials and labor furnished also.

This information is given you as you appear as surety on the bond furnished in connection with the above mentioned contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PS
Inc.

cc A. C. Greenwood
500 N. Front Street
Portland, Oregon

E. Hoss
Secretary of State

C. N. Laughridge
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 4, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received from Messrs. Calkins and Calkins, Attorneys at Law, Eugene, Oregon, and filed as of this date a notice of claim by Miller-Sanford Tractor Company for materials and labor furnished in the sum of $619.77 against the bond taken from A. C. Greenwood, principal, and the Aetna Casualty and Surety Company, surety, for the work of grading the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Contract No. 1168.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
encs.

EUGENE, OREGON

February 3, 1931

To Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

M. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Notice is Hereby Given that the undersigned Miller-Sanford Tractor Company, a corporation, has a claim for labor and materials furnished in the sum of $619.77 against a bond taken from A. C. Greenwood and written by the Aetna Casualty and Surety Company for work done by a subcontractor on State Highway contract No. 1166 covering the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon.

This material was furnished Bilderback & Sons who were sub-contractors on the above job, in the way of rental on a two yard Scraper, Serial No. 215, from August 15, 1930 to February 1, 1931, at $107.50 per month, amounting to $591.25; and freight on the same, $28.52; making a total of $619.77. This Scraper was used during this period on the above job and constitutes labor and material used in the completion of the work.

Dated at Eugene, Oregon, February 3rd, 1931.

MILLER-SANFORD TRACTOR CO.

By F. A. MILLER
Secretary

STATE OF OREGON
ss
COUNTY OF LANE

On this 3rd day of February, 1931, before me appeared F. A. Miller, to me personally known, who being duly sworn, did say that he, the said F. A. Miller is the Secretary of the said within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and said F. A. Miller acknowledged said instrument to be the free act and deed of said Corporation.

In Testimony Whereof, I have hereunto set my hand and affixed my official seal, this the day and year first in this, my certificate, written.
(SEAL)

S. M. CALKINS
Notary Public for Oregon

My Commission Expires: 11/4/32

Endorsed: File No. 893
Filed February 4, 1931
HAL E. HOSS
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Miller-Sanford Tractor Company for materials and labor furnished in the sum of $619.77 against the bond taken from A. C. Greenwood, principal, and Aetna Casualty and Surety Company, surety, for the work of grading the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, contract No. 1168, with the original notice of claim filed in the office of the Secretary of State on February 4, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 5th day of February, A. D. 1931.

Hal E. Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Miller-Sanford Tractor Company for materials and labor furnished in the sum of $619.77 against the bond taken from A. C. Greenwood, principal, and Aetna Casualty and Surety Company, surety, for the work of grading the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, contract No. 1168, with the original notice of claim filed in the office of the Secretary of State on February 4, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 5th day of February, A. D. 1931.

Hal E Hoss

Secretary of State

#1168
10 P 0
PP 140 B

A. C. GREENWOOD
GENERAL CONTRACTOR

500 NORTH FRONT STREET
PORTLAND, OREGON Feb.7th,1931.

Union Indemnity Company,
Hansen & Rowland,Inc.,Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

I am today in receipt of carbon copies of two letters from State Highway Commission to the Aetna Casualty & Surety Co.,one dated February 5,1931 in referrence to claims of Miller-Sanford Tractor Co. in the sums of $646.87 and $619.77; the other dated February 6,1931 in referrence to claim of H. C. Whitesal in the sum of $4601.00,both the parties claiming these balances are due for materials etc. furnished to Bilderback & Sons,subcontractors under J.J.Dann,my subcontractor in the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County

Copies of the above referred to letters are handed to you herewith as you appear as surety on the bond furnished to me by Mr. Dann on this contract.

Yours truly,

A.C.Greenwood,

By_____
J.P.Quinn.

C: J.J.Dann
CC: State Highway Commission
CC: Aetna Casualty & Surety Co.

#1168
10P0
PR140B

February 6, 1951

Aetna Casualty Insurance Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have today been informed by Goss, Murphy and Skipworth, Attorneys of Marshfield, that they have for collection the claim of H. C. Whitesel against Bilderback & Sons who were subcontractors under J. J. Dana who in turn is subcontractor under A. C. Greenwood for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

The amount of this claim is $4601.00 for tractor rental. This information is given you as you appear as surety on the bond furnished by Mr. Greenwood in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

MBO:W

cc A. C. Greenwood
500 N. Front Street
Portland, Oregon

February 6, 1951

Goss, Murphy and Skipworth
First National Bank Building
Marshfield, Oregon

Attention: John D. Goss

Gentlemen:

We acknowledge receipt of your letter of the 4th instant advising us of the claim of H. C. Whitesel in the sum of $4601.00 against Bilderback & Sons subcontractors under J. J. Dann who in turn is subcontractor under A. C. Greenwood to whom the State Highway Commission awarded a contract for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

This contract has not yet been completed by the contractor and we believe that it will not be completed until sometime in April. It is our understanding that the work has been closed down for the winter on account of adverse weather conditions.

Responding to your further request we attach hereto a certified copy of the contract in question. Copies of the signatures of Mr. Greenwood and the Aetna Casualty Insurance Company, surety on the bond, will be found in the back of the book. The certificate is under the front cover.

We have no special statements to make that would assist you in collecting this claim other than to state that we do not believe that either Mr. Greenwood or Mr. Dann have any intention to let the claims against this contract go unsatisfied. Both Greenwood and Dann have had a number of contracts with this department and we have always considered them reliable contractors. We know nothing concerning Bilderback & Sons but understand that they gave a bond to Mr. Dann and that this bond was written by the Union Indemnity Company. It is also our understanding that Mr. Dann gave Mr. Greenwood a bond which was also written by the Union Indemnity Company. We have nothing whatever to do with these bonds, however we hold Mr. Greenwood and his bondsmen liable for the satisfactory completion of the project and for the payment of claims incurred against the work.

According to Section 2991 of the Oregon Laws for 1920 certified copies of contracts may be secured by the filing of an affidavit with the proper authority. We are sending you the attached copy prior to receipt of this affidavit, thinking that you are in a hurry for it but we will expect you to file the affidavit in the near future. There is no charge for this copy.

Very truly yours

STATE HIGHWAY COMMISSION
By
Secretary

HBG:W
Inc.

LAW OFFICES OF
GOSS, MURPHY AND SKIPWORTH
FIRST NATIONAL BANK BUILDING
MARSHFIELD, OREGON

February 4, 1931

State Highway Commission,
Salem, Oregon.

Re- Al Greenwood contract-Gardner-
Summit section Roosevelt Coast
Highway.
Claim of H. C. Whitesel, $4601.00.
Our File No. 2182

Dear Sirs:

The above claimant, H. C. Whitesel, has a claim which I understand is undisputed, by reason of tractor rental against Bilderback & Sons, who were subcontractors under J. J. Dann, who in turn had subcontracted under Al Greenwood.

He ceased work in December but the claim remains unsettled and we desire to commence immediate action on the fundamental bond w ich we understand was given by the Aetna Casualty & Surety Company under Greenwood's contract.

Please advise us whether this contract is completed or not and if so the date of completion. Also please send us a certified copy of the contract and bond and authority to sue on the same if such authority is necessary.

We will be grateful for any statement of advice in this connection based on your knowledge of the situation that would be useful to us in collecting this claim.

Please bill any charges for certified copy, etc., and we shall be pleased to promptly remit.

Very truly yours,

GOSS, MURPHY & SKIPWORTH

BY

JDG:SC

ANSWERED
H. B. C

#1168
10 PO
PR 140 B

February 5, 1931

Calkins and Calkins
Attorneys at Law
Eugene, Oregon

Attention: S. M. Calkins

Gentlemen:

We acknowledge receipt of your letter of the 3rd instant inclosing notices of two claims against A. C. Greenwood by the Miller-Sanford Tractor Company, same being in the sums of $246.87 and $319.77 respectively.

In conformance with our usual practice we are today calling this matter to the attention of the contractor and the surety on his bond.

Very truly yours
STATE HIGHWAY COMMISSION

By
Secretary

HDG:H

February 5, 1931

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received information from Calkins and Calkins, Attorney at Law of Eugene, to the effect that the Miller-Sanford Tractor Company has two claims against A. C. Greenwood for labor and materials furnished Silderback & Sons who were sub-contractors on Mr. Greenwood's contract for the grading of of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County. These claims are in the sums of $848.87 and $819.77 respectively.

This information is given you as you appear as surety on the bond furnished by Mr. Greenwood in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

cc A. C. Greenwood
500 N. Front Street
Portland, Oregon

CALKINS AND CALKINS

Attorneys At Law

W. W. CALKINS
S. M. CALKINS

Eugene, Oregon

TELEPHONE 625
BANK OF COMMERCE BLDG.

February 3, 1931

Honorable Hal. E. Hoss
Secretary of State
Salem, Oregon

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing herewith two claims against A. C. Greenwood, principal, and the Aetna Casualty and Surety Company against the State Highway contract No. 1168 covering the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon.

Both claims are by the Miller-Sanford Tractor Company, a corporation, and one is for $648.87, and one is for $619.77.

Very truly yours,

CALKINS & CALKINS

By S. M. Calkins

SMC:BL

ANSWERED
H. B. G.

EUGENE, OREGON

February 3, 1931

To Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Notice is Hereby Given that the undersigned Miller-Sanford Tractor Company, a corporation, has a claim for materials furnished in the sum of $619.77 against a bond taken from A. C. Greenwood and written by the Aetna Casualty and Surety Company for work done by a subcontractor on State Highway contract No. 1168 covering the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon.

This material was furnished Bilderback & Sons who were subcontractors on the above job, in the way of rental on a two yard Scraper, Serial No. 215, from August 15, 1930 to February 1, 1931, at $107.50 per month, amounting to $591.25; and freight on the same, $28.52; making a total of $619.77. This Scraper was used during this period on the above job and constitutes labor and material used in the completion of the work.

Dated at Eugene, Oregon, February 3rd, 1931.

MILLER-SANFORD TRACTOR CO.

By F. A. Miller
Secretary

STATE OF OREGON

ss

COUNTY OF LANE

On this 3rd day of February, 1931, before me appeared F. A. Miller, to me personally known, who being duly sworn, did say that he, the said F. A. Miller is the Secretary of the said within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and said F. A. Miller acknowledged said instrument to be the free act and deed of said Corporation.

In Testimony Whereof, I have hereunto set my hand and affixed my official seal, this the day and year first in this, my certificate, written.

S. M. Gerkus
Notary Public for Oregon

My Commission Expires: 11/4/32

EUGENE, OREGON

February 2, 1931

To Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon.

Notice is Hereby Given that the undersigned Miller-Sanford Tractor Company, a corporation, has a claim for materials furnished in the sum of $848.87 against a bond taken from A. C. Greenwood and written by the Aetna Casualty and Surety Company for work done by a subcontractor on State Highway contract No. 1168 covering the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, Oregon.

This material was furnished Bilderback & Sons who were subcontractors on the above job, in the way of labor and material which was used up in the operation of ~~said~~ tractors on the job, in repairs, replacements and upkeep

Dated at Eugene, Oregon, February 3rd, 1931.

MILLER-SANFORD TRACTOR COMPANY

By F. A. Miller
Secretary

STATE OF OREGON
ss
COUNTY OF LANE

On this 3rd day of February, 1931, before me appeared F. A. Miller, to me personally known, who being duly sworn, did say that he, the said F. A. Miller is the Secretary of the said within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and said F. A. Miller acknowledged said instrument to be the free act and deed of said Corporation.

In Testimony Whereof, I have hereunto set my hand and affixed my official seal, this the day and year first in this, my certificate, written.

S McCallum

Notary Public for Oregon

My Commission expires: 11/4/32

FORM 2-A-1 S-10478 4000 12-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR 140B

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

PR# Bridges Summit - Johnson

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 2, 1931

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FEB 1931
DIVISION OFFICE

Mr. E.A. Collier
Division Engineer
Salem, Ore.

Dear Sir:

In a recent conversation with Mr. Dann he asked if it would be possible for the State to release a portion of the retained percentage on the work that has been finished to date. I told him I would refer the matter to you and see what could be done.

While I realize that legally Dann may not be entitled to the release of any of the retained percentage until the job is completed, never-the-less, I know that he is carrying quite a load due to the work being closed down and also due to his having had some unexpected expense on the Bilderback section, and while the State is in no way responsible, I feel that as long as the interests of the State are amply protected we should help relieve the situation somewhat by allowing 97% on all work that has been completed in accordance with the plans and specifications.

All work from the beginning of the project up to Station 876 + 25 is 100% complete and is now being maintained by the State. From Station 876 + 25 to Station 899 + 80 the work at one time was 100% complete with the exception of the big cut (Station 893 to 897). In this cut we have retained ample yardage to cover completion. While there is still a good deal of work yet to be done on this section this is really additional work due to slides that have come in this winter.

I feel that there is no question but what Dann is entitled to the full 97% up to Station 876 + 25 which according to my figures would release approximately $1900.00 and knowing the conditions I also feel that the State is perfectly safe in allowing 97% up to Station 899 + 80, which would release an additional $1900.00, or a total of $3800.00.

The quantities needed in computing the retained percentage for this section may be taken from the last estimate with the possible exception of the item of clearing. I have computed this area of clearing and to Station 876 + 25 gives 14-1/3 Acres and to Station 899 + 80 gives a total of 24 Acres. On the basis of $54,000.00 for clearing (Greenwood's bid) this gives $1000.00 per Acre for clearing, as the total acreage is 54, thus on clearing to Station 876 + 25 allowance should be made on $14,333.00 and if taken to 899 + 80 it would be on $24,000.00

I am enclosing tabulations of quantities on these sections for your information as I assume Mr. Dann will be in to see you within a few days regarding this matter.

Very Truly Yours

E. W. Booth.

Statement of Retained Percentages from

Station 837 & 50 to Station 876 & 25 Inc.

Based on December 15 Estimate

Excavation	St. 737 & 50 to 876 & 25	71,531.. cu. yds.	.37	$26,466.54
Overhaul	St. " " " "	37,496.0 st. yds.	.02	749.92
Truck Haul	St. 740 & 00 to 874 & 00	1,371.3 yd. mi.	.35	411.45
Culverts				
Excavation	St. 840 & 00 to 874 & 80	160.5 cu. yds.	.37	59.39
18" Concrete Pipe				
	St. 840 & 00 to 874 & 80	421.0 l. ft.	.50	1,102.50
6" Drain Tile	859 & 70 to 867 & 00	200.0 l. ft.	.30	250.00
Drain Ditch	847 & 00 & 844 & 00	147.4 cu. yds.	.37	54.69
Clearing 14 1/4 Acre	@ $980.00			14,046.67
	Total as per Estimates			43,171.16

Payment Requested 97% x 43,171.16		41,27[illegible]
Payment Received [illegible] x 43,171.16		[illegible]
Portion of Retained Balance Requested		1,34[illegible].71

State [illegible] of Retained Percentages [illegible]

St. 737 Plus 50 to St 900 Inc.

Based on December 15 Estimate

Excavation	St. 737 & 50 to 859 & 50	156,413.5 cu. yds.	.37	57,873.00
Overhaul	St. 737 & 50 to 8[illegible] & 00	54,496.[illegible] st. yds.	.02	1,089.92
Truck Haul	St. 740 & 00 to 8[illegible] & 00	4,62[illegible].[illegible] cyd. mi.	.30	1,386.45
Culverts				
Excavation	840 & 00 to 8[illegible] & 93	261.1 cu. yds.	.37	96.61
18" Pipe	840 & 00 to [illegible] 93	705.[illegible] l. ft.	[illegible]	1,762.50
6" Drain Tile	839 & 70 to 8[illegible] & 00	560.0 l. ft.	.50	280.00
Drain Ditch	[illegible] & 00 to [illegible]	147.[illegible] cu. yds.	.37	54.69
Clearing 24/54 x [illegible],920.00				[illegible],520.00
	Total as per Estimates			86,063.17

Payment Requested	97 % x [illegible],063.17	[illegible],421.27	
Payment Received	[illegible] x [illegible],063.17	73,908.43	
Portion of Retained Balance Requested		[illegible],512.84	

Release approx $3500.
Eoe

[illegible]
JAN [illegible]
[illegible]

#1165

PR 140B

A. C. GREENWOOD

GENERAL CONTRACTOR

800 NORTH FRONT STREET
PORTLAND, OREGON

Jan.27th,1931.

Union Indemnity Company,
Hansen & Rexland,Inc,Agents,
Failing Building,
Portland,Oregon.

Gentlemen:

In reference to claim of the Ocean Dock Terminal & Supply Co. in the amount of $49,32 for materials furnished to Bilderback & Lone, sub-contractors under my sub-contractor John J. Dann,I have received copy of a letter written by the Ocean Dock Terminal & Supply Co. under date of Jan.23rd,1931,to the State Highway Commission,and copy of letter writen under date of Jan.24th,1931,by the State Highway Commission to my bondsmen,Aetna Casualty & Surety Co.

Copies of the letters reffered to above are handed to you herewith as you are the surety on the bond furnished by my Sub-contractor John J. Dann,in connection with the contract to construct the Tahkenitch Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County Oregon.

Yours very truly,

A. C. Greenwood,

By J.P.Quinn.
J.P.Quinn.

cc: John.J.Dann.
cc: Aetna Casualty & Surety Co.
cc: State Highway Commission.

~~A-1168~~

PR 140B

January 26, 1931

Mr. C. R. Whealdon
Attorney at Law
406 Platt Building
Portland, Oregon

Dear Sir:

Responding to yours of the 24th instant we are handing to you herewith a certified copy of the contract and bond between the State Highway Commission and A. C. Greenwood covering the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

We regret that this matter was overlooked at the time that we received a notice of the claim from the Secretary of State.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W
Inc.

#1168
10P0-
140-B

C. L. WHEALDON
ATTORNEY AT LAW
405 PLATT BUILDING
PORTLAND, OREGON

January 24, 1931

State Highway Commission,
Salem, Oregon

Dear Sirs:

On date of January 12th I filed with the office of the Secretary of State a written request for a certified copy of the contract and bond on project #1254 for the construction of a portion of Roosevelt Coast Highway in Douglas County, being contract #1168 entered into between the State of Oregon and A.C.Greenwood, the contractor's bond being furnished by the Aetna Casualty & Surety Company and at that time filed with the Secretary of State the statutory affidavit on behalf of the Trojan Powder Company, who furnished a considerable amount of materials for use on the job.

I received a letter sometime ago advising that this request had been referred to your office and that the certified copies would be prepared and furnished by you. I am very anxious to have these certified copies the earliest available date so wish to request that you give the matter your earliest convenient attention. In the meantime will you kindly advise me when I may receive the copies of the contract and bond referred to.

Yours very truly,
C. L. Whealdon

CLW:OH

JAN 2
OREGON
STATE HIGHWAY

ANSWERED
H. B. G.

#1168
PR 140B

January 16, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 13th instant in which you inclose three certified copies of the notice of claim of the Trojan Powder Company for materials furnished in the sum of $4901.92 with interest at 6% per annum from July 1, 1930 against A. C. Greenwood in connection with the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway, contract 1168.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

January 16, 1931

Aetna Casualty & Surety Company
Bates, Lively & Pearsen, Agents
Yeon Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we are handing you herewith copies of the notices of claims of the Trojan Power Company for materials furnished in the sum of $4301.52 with interest at 6% per annum from July 1, 1930, and the Electric Steel Foundry Company for materials furnished in the sum of $71.22 against A. C. Greenwood in connection with the grading of the Tenkenitch-Gardiner Summit Section of the Roosevelt Highway, contract #168.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JF
Inc.
cc A. C. Greenwood
320 N. Front Street
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
JAN 13 1931
HIGHWAY COMMISSION

January 13, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received from C. L. Whealdon, Attorney at Law, Portland, Oregon and filed as of this date a notice of claim by Trojan Powder Company for materials furnished in the sum of $4901.32 with interest at 6% per annum from July 1, 1930, against the bond taken from A. C. Greenwood, principl, and The Aetna Casualty & Surety Company, surety, for work of grading a portion of Roosevelt Coast Highway in Douglas County, being Tahkenitch-Gardiner Summit Section, contract No. 1168, project No. 1254; together with affidavit requesting certified copy of the contract and bond covering the above construction work.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
encs.

COPY

NOTICE OF CLAIM ON CONTRACTOR'S BOND.

TO THE STATE OF OREGON.

Notice is hereby given that the undersigned, Trojan Powder Company, a corporation, has a claim for materials, viz: powder, fuse, caps and blasting supplies of the value of $4901.82 with interest at 6% per annum from July 1, 1950 against the bond taken from A. C. Greenwood, Principal, with The Aetna Casualty & Surety Company, as Surety, in Project #1254, Contract #1168, for the work of grading a portion of Roosevelt Coast Highway in Douglas County, being Tahkenitch-Gardiner Summit Section.

Dated at Portland, Oregon, this 12th day of January, 1951.

TROJAN POWDER COMPANY

By K. A. MERRIMAN
Agent.

Notice of Claim on contractor's bond.

On Contract and Bond of A. C. Greenwood, Contractor, with The Aetna Casualty & Surety Company. Roosevelt Coast Highway Project #1254. Contract #1168.

Endorsed: File No. 886
Filed January 15, 1951
HAL E. HOSS,
Secretary of State.

AFFIDAVIT

STATE OF OREGON }
County of Multnomah } ss:-

I, K. A. Merriman, being first duly sworn, depose and say upon oath as follows:

I am resident agent for the Trojan Powder Company and have personal knowledge of the matters herein affirmed by me. Between the dates of April 21, 1930 and July 1, 1930 the Trojan Powder Company did, at the special instance and request of Bilderback & Sons, sell and deliver to the said Bilderback & Sons certain powder, explosives, caps, fuse and blasting supplies, for which materials and supplies the said Bilderback & Sons did promise and agree to pay the Trojan Powder Company the reasonable and contract price therefor in the total amount of $4301.92. Although repeated demand has been made upon the said Bilderback & Sons that the aforesaid sum of money due the Trojan Powder Company be paid, the same has not been paid or any part thereof and there remains a balance due and owing the Trojan Powder Company thereon of $4301.92.

At the time of the sale and delivery of the said materials by the Trojan Powder Company as aforesaid, the said Bilderback & Sons had a sub-contract on that certain state highway project known as Project #1254, Contract #1168 for grading a portion of the Roosevelt Coast Highway in Douglas County, being the Tahkenitch—Gardiner Summit Section of 3.17 miles grading thereof, the original contract for said work having been entered into between the State of Oregon and A. C. Greenwood, the original contractor, which contract bears date March 27, 1930, with contractor's bond thereon entered into by and between A. C. Greenwood, Principal, and The Aetna Casualty & Surety Company, as Surety, for the principal sum of $35,092.50, which bond bears date April 4, 1930 and is given in favor of the State of Oregon.

The said materials were furnished the said Bilderback & Sons on its said sub-contract and were delivered at said work by said Trojan Powder Company and were used thereon.

This affidavit is made as a basis for a request by the Trojan Powder Company to the State of Oregon for a certified copy of said original contract entered into between the State of Oregon and A. C. Greenwood, and a certified copy of said contractor's bond, for use by the Trojan Powder Company in bringing action upon the said contractor's bond for the aforesaid materials.

K. A. MERRIMAN

Subscribed and sworn to before me this 12th day of January, 1931.

(SEAL)

C. L. SHELDON

Notary Public for Oregon - My Commission expires Jan. 19, 1931

AFFIDAVIT On Contract and Bond of A. C. Greenwood, Contractor, with The Aetna Casualty & Surety Company. Roosevelt Coast Highway Project #1254, Contract #1168.

Endorsed: File #888
Filed January 15, 1931
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Trojan Powder Company for materials furnished in the sum of $4901.92 together with interest thereon at six per cent per annum from July 1, 1930, against the bond taken from A. C. Greenwood, principal, and The Aetna Casualty & Surety Company, surety, for the work of grading a portion of Roosevelt Coast Highway in Douglas County, being Tahkenitch-Gardiner Summit Section, project No. 1254, with the original notice of claim filed in the office of the Secretary of State on January 13, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 15th day of January, A. D. 19 31.

Hal E. Hoss

Secretary of State

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Trojan Powder Company for materials furnished in the sum of $4901.92 together with interest thereon at six per cent per annum from July 1, 1930, against the bond taken from A. C. Greenwood, principal, and The Aetna Casualty & Surety Company, surety, for the work of grading a portion of Roosevelt Coast Highway in Douglas County, being Talkenitch-Gardiner Summit Section, project No. 1254, with the original notice of claim filed in the office of the Secretary of State on January 13, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 15th day of January A. D. 19 31.

Hal E. Hoss

Secretary of State

#1168
10 PO
PR 140B

January 24, 1931

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, agents
Yeon Building
Portland, Oregon

Gentlemen:

We wish to inform you that we have today received a letter from the Ocean Dock Terminal and Supply Company of Marshfield in which we are advised of the claim of that company against Bilderback & Sons, contractors under A. C. Greenwood, to whom the State Highway Commission awarded a contract for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway. The amount of the claim is $49.32.

This information is given you as you appear as surety on the bond furnished by Mr. Greenwood in this instance.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

by

Secretary

HBG:S

cc A. C. Greenwood

January 24, 1931

Ocean Dock Terminal and Supply Co.
Marshfield, Oregon

Attention: L. W. Rippey
Manager

Gentlemen:

We acknowledge receipt of your letter of the 23rd instant advising us of your claim in the sum of $49.32 against Bilderback and Sons, subcontractors under A. C. Greenwood, to whom the State Highway Commission awarded a contract for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

It will not be possible for us to hold the amount of your claim out of the final payment to Mr. Greenwood, but we offer to you for your protection the bond furnished by Mr. Greenwood in connection with this work. This bond was furnished for the protection of labor and material claims and all just debts, dues and demands incurred against the project. It was written by the Aetna Casualty and Surety Company, for whom Bates, Lively & Pearson are local agents, with offices in the Yeon Building, Portland.

We would suggest that you take your claim up with the agent of the bonding company. If you secure no satisfaction by so doing, then you still have recourse to action in the courts against this bond and should file notice of your claim with the Secretary of State prior to the expiration of a period of one year from the date of completion of the contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

...Cement
...n Paints

L. W. RIPPEY
MANAGER

Ocean Dock Terminal and Supply Co.

AGENTS
Nelson Steamship Company
McCormick Steamship Company
General Building Material
PHONE 278
MARSHFIELD, OREGON

Pabco Roofing
Certainteed Roofing
Sewer Pipe
Drain Tile
Brick
Lime
Nails

January 23, 1931

State Highway Commission
Salem, Oregon.

Gentlemen:-

Reference to contract between yourselves and A. C. Greenwood, Portland, on Roosevelt Coast Highway, Gardiner Summit, Lake Tahkenitch Section. We have a balance due us from Bilderbeck & Sons, sub-contractors of $49.32.

Is it possible for you to hold this amount out of the final payment on this job until same has been taken care of.

Yours very truly,
OCEAN DOCK TERMINAL & SUPPLY CO.
L W Rippey

LWR:M
cc: A. C. Greenwood, Contractor
Portland, Ore.

RECEIVED
JAN 24 1931
OREGON
STATE HIGHWAY

ANSWERED
H. B. G.

January 23, 1931

Mr. Lyyal M. Graham
Attorney at Law
Forest Grove, Oregon

Dear Sirs

I am very sorry that I was not in the office when you called on Wednesday of this week as I would have preferred to talk to you concerning the Cooper claim rather than write.

The contract against which Mr. Cooper has a claim is state highway contract #1168 for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County. This contract was awarded to A. C. Greenwood whose address is 500 North Front Street, Portland, Oregon. Mr. Greenwood subcontracted this work to John J. Dunn also of Portland and the work, or at least a part of the work, has been done by Mr. Dunn, himself, other parts have been subcontracted by Mr. Dunn, one of the subcontractors being Bilderback & Sons of Marshfield and according to your letter of December 24th he also subcontracted some of this work to A. B. Cooper & Company. We have no dealings whatever with any of the subcontractors not even with Mr. Dunn except in an engineering and supervisory way.

We hold Mr. Greenwood responsible and reliable for the completion of the work whether the work is done by his own forces or by the forces of a subcontractor and we hold the bond furnished by Mr. Greenwood to the State responsible and liable for all the payment of debts incurred against the work notwithstanding that these claims may have been incurred by a subcontractor.

We do not have a record of the subcontractors on this project except that the name of the subcontractor performing the work is mentioned on the back of the monthly estimates as a matter of convenience.

The Mr. Gilbert who you mention in your letter of the 15th instant is the local representative for Hansen-Rowland Company who wrote the bond given by Mr. Dunn to Mr. Greenwood, at least that is the information that we have from Mr. Greenwood. It is natural to assume that the bond furnished by Mr. Dunn to Mr. Greenwood would protect him of claims that were incurred by Mr. Dunn. We however do not recognize this bond but hold the bond furnished by the original contractor liable for all claims, as stated above, whether incurred by the original contractor or by subcontractors.

Mr. Dunn has not completed this job as yet and present indications are that he will not complete it until spring since it is our understanding that weather conditions are such as to necessitate closing down during the winter months. We have

always considered Mr. Dann to be a responsible and reliable contractor and do not believe that he has any intention to side step any legitimate claims that there may be against him in connection with this work although he may be as you state somewhat financially embarrassed at the present time. According to our records the contract was 92% complete on January 15th and we were holding as a retained percentage at that date the sum of almost $14,000. We do not know just what the total amount of outstanding claims is against this work since we do not know the amount of some of the claims and no doubt there are others that have not been placed on file in this office. We have notified the bonding company of all the claims that we have knowledge of including Mr. Cooper's claim but we did not state the amount of his claim since this was not furnished us. It may be that this is the reason that this claim was not included in Dann's statement of indebtedness to the bonding company.

I do not know that I have given you the information that you wish and if I have not please feel free to write again and I will give you any further information that may be available.

I believe that I told you in my previous letter that the bond furnished by Mr. Greenwood to the State was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are local agents with offices in the Ioon Building, Portland, Oregon.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

#1168-1 [illegible] # 1010
140 B.
Contr. Jan. 15 - $167,836.55
Returned - $13,963.85
Work 92.5% Complete Jan. 15 -
Estimated Completion - Jan. 31st.
Jan. Progress + $179.14

15th, 1931.

[illegible]nsen-Rowland Co, Failing Bldg. Portland, called me a couple of days ago about the Cooper claim, and I went in to see him. He took me to Mr Conley, attorney for the bonding company.

It seems that the bonding company had a letter from you regarding the condition of the Dann-Greenwood contract and there is some anxiety over the matter. Dann agreed to furnish me a statement of the account for labor under this Cooper contract, but to dat he has failed to do so. I am a little exorcised about it, for the reason that I was informed by the people at the bonding company that the Dann statement of his indebtedness did not include the Cooper account.

The men involved in the Cooper contract are the following. A.B.Cooper, W.B.C.Bell, W.C.Sutherland, Clarles Loyd and _____ Bell(I do not have his first name)

If you can give me any information as to how urgent the condition is at this time I would appreciate it.

Yours truly

Loyal M Graham

ANSWERED
H. B. G.

(26)

L. M. GRAHAM
ATTORNEY AT LAW
FOREST GROVE, OREGON

January 15th, 1931.

Mr H.B.Glaisyer,
Secy.State Highway Com.
Salem,Oregon.

Re Cooper- Dann contract.

Dear Glaisyer,

Mr Gilbert of the Hansen-Rowland Co,Failing Bldg. Portland,called me a couple of days ago about the Cooper claim,and I went in to see him.He took me to Mr Conley,attorney for the bonding company.

It seems that the bonding company had a letter from you regarding the condition of the Dann-Greenwood contract and there is some anxiety over the matter.Dann agreed to furnish me a statement of the account for labor under this Cooper contract,but to dat he has failed to do so. I am a little exorcised about it,for the reason that I was informed by the people at the bonding company that the Dann statement of his indebtedness did not include the Cooper account.

The men involved in the Cooper contract are the following.A.B.Cooper,W.B.C.Bell,W.C.Sutherland,Clarles Loyd and _____ Bell(I do not have his first name)

If you can give me any information as to how urgent the condition is at this time I would appreciate it.

Yours truly,
Loyal M Graham

ANSWERED
H. B. G.

#1168
PR140B

January 16, 1951

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 14th instant in which you inclose three copies of the notice of claim of the Electric Steel Foundry Company for materials furnished in the sum of $71.22 against the bond taken from A. C.Greenwood, principal, and Aetna Casualty & Surety Company, surety, for work of grading the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

We are today forwarding copies of this notice to the contractor and surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

cc

January 16, 1931

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we are handing you herewith copies of the notices of claims of the Trojan Power Company for materials furnished in the sum of $4901.92 with interest at 6% per annum from July 1, 1930, and the Electric Steel Foundry Company for materials furnished in the sum of $71.22 against A. C. Greenwood in connection with the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Highway, contract #1185.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW
Inc.
cc A. C. Greenwood
500 N. Front Street
Portland, Oregon

HAL E. Hoss
Secretary of State

C. N. Laughridge
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

January 14, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim by Electric Steel Foundry Company, for materials furnished in the sum of $71.22 against the bond taken from A. C. Greenwood, principal, and Aetna Casualty & Surety Company, surety, for work of grading the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

We are enclosing herewith for your information and files a copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal of the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Lubley

HM
encs.

TO - OREGON STATE HIGHWAY COMMISSION,

SALEM, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, the ELECTRIC STEEL FOUNDRY, has a claim for -

8 ESCO Manganese Processed Teeth, and
26 Rivets

furnished to Bilderback & Sons, Sub-contractors to J. J. Dann, Sub-contractor to A. C. Greenwood

in the sum of SEVENTY-ONE and 22/100 DOLLARS ($71.22) against the bond taken from A. C. GREENWOOD, principal, and AETNA CASUALTY & SURETY COMPANY, bondsmen, for the work of grading the Tahkenitch-Gardiner Summit Section of the ROOSEVELT COAST HIGHWAY in Douglas County.

DATED this 15th day of January, 1931.

ELECTRIC STEEL FOUNDRY CO.,

By HERMAN COHN
Secretary.

Subscribed and sworn to
before me this 15th day of
January, 1931.

ANNE MCNAB
Notary Public for Oregon
My commission expires Feb. 5th, 1933

(SEAL)

Endorsed: File No. 887
Filed January 15, 1931
HAL E. HOSS,
Secretary of State.

CALKINS AND CALKINS

Attorneys At Law

W. W. CALKINS
S. M. CALKINS

Eugene, Oregon

TELEPHONE 628
BANK OF COMMERCE BLDG.

January 2, 1931

Mr. Roy A. Klein
State Highway Commission
Salem, Oregon

Dear Sir:

Bilderback and Sons of the Coos Bay district worked on a contract north of Gardiner for the State Highway Commission.

Our information is that a man by the name of Greenwood of Portland, Oregon, took the contract, and a man by the name of J. J. Dann subcontracted the whole job, and he in turn sublet to Bilderbach and Sons, and we desire to file a claim on behalf of the Miller-Sanford Tractor Company against this job.

We wish to get a definite designation of the contract and the man to whom it was let, so that we can file a valid claim with the Highway Commission.

Will you be kind enough to furnish us this information, upon receipt of which, we will make up our claim.

Very truly yours,

CALKINS & CALKINS

By S M Calkins

ANSWERED
H. B. C.

SMC:BL

JAN ... OREG ... STATE HIGHWAY

II 11 of
10P0
PR140B

A. C. GREENWOOD
GENERAL CONTRACTOR

500 NORTH FRONT STREET
PORTLAND, OREGON Jan.3rd,1931.

Oregon State Highway Commission,
Salem,Oregon.

Attention,H.B.Glaisyer,Sec'y.

Dear Sirs:

I acknowledge receipt of copy of your letter to the Aetna Casualty & Surety Co.,relative to the claim of the Electric Steel Foundry Co. against Bilderback & Sons. I have referred this claim to the Union Indemnity Co., who appear as surety on the bond furnished to me by Mr. Dann to whom I sub-contracted the piece of work in connection with which this claim is filed.

Yours truly,

A.C.Greenwood,

By J.P.Quinn.

cc Aetna Casualty & Surety Co.

#1168
10P0
PR140B

A. C. GREENWOOD
GENERAL CONTRACTOR

800 NORTH FRONT STREET
PORTLAND, OREGON

Dec.31st,1930.

Oregon State Highway Commission,
Attention Mr.H. B. Glaisyer, Sec'y.
Salem,Oregon.

Gentlemen:

I acknowledge receipt of copies of your two letters of Dec.27, 1930,addressed to the Aetna Casualty & Surety Co., one in referrence to the claim of A. B. Cooper & Co. that John J. Dann is indebted to them, the other in refferrence to the claim of Bell & Co. Inc. that Bilderback & Sons have not paid them for supplies furnished in connection with their work near Kroll,Oregon, no amount being stated in either case.

I do not have any personel knowledge relative to the above,so I have today notified Mr.Dann and his surety the Union Indemnity Co., Hansen & Rowland,Inc. Agents, of the imformation you have given to me.

Yours truly,

A.C.Greenwood,

By J.P.Quinn.
J.P.Quinn.

cc Bates,Lively& Pearson,
Agents,Aetna C.& S. Co.

NOTED
H B GLAISYER

#1168
10P0
PR140 B

December 11, 1930

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today been notified by the Electric Steel Foundry Company of Portland to the effect that they have a claim against a contract awarded to A. C. Greenwood for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County. The amount of the claim was not stated but it seems that their claim is against a subcontractor by the name of Bilderback & Sons, who were working under Mr. J. J. Dunn, who has a subcontract with Mr. Greenwood.

We give you this information since you appear as surety on the bond furnished by Mr. Greenwood in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

cc A. C. Greenwood
500 N. Front Street
Portland, Oregon

December [illegible] 1920

Electric Steel Foundry Company
Twenty Fourth and York Sts.
Portland, Oregon

Attention: Mr. H. G. Hill

Gentlemen:

We have your letter of the 30th instant concerning Bilderback & Sems and note that you have furnished materials to this company on a state highway project near Gardiner.

We have no direct contract with Bilderback & Sems but we have been informed that this company is, or was a subcontractor under J. J. Dama, who in turn was a subcontractor under A. C. Greenwood, to whom the State Highway Commission awarded the contract for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

The State Highway Commission holds the original contractor and his bondsmen for the satisfactory completion of the contract and the payment of all just debts, dues and demands incurred against the project. The customary bond was furnished to the State by Mr. Greenwood in this instance and this bond is offered as your protection. It was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are local agents with offices in the Yeon Building, Portland, Oregon.

We do not have a copy of the agreement between Mr. Dama and Mr. A. C. Greenwood but we are informed that Mr. Dama furnished a surety bond to Mr. Greenwood to cover his subcontract and that this bond was written by the Union Indemnity Company, the bondsmen mentioned in your letter.

We would suggest that you take the matter of your claim up with the Aetna Casualty & Surety Company. If you do not secure satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the Provisions of Section 2991 of the Oregon Laws for 1920.

There are no special forms on which your claim is to be filed but the section of law above referred to includes a form which is substantially correct.

Very truly yours
STATE HIGHWAY COMMISSION
By

HBG:W

Secretary

STEEL FOUNDRY COMPANY

Twenty-Fourth and York Streets

Portland. Oregon.

December 30th 1930

STATE HIGHWAY COMMISSION
SALEM, OREGON.

Gentlemen:

BILDYBACK & SONS

For our protection we wish to file claim against Bildyback & Sons, Siltcoos, Oregon, to whom we furnished material on State Highway job near Gardiner, Oregon, their bondsmen being the Pacific Indemnity Company of Portland.

From the information we have gained, they sub-contracted the job from J. J. Dunn, who sub-contracted from A. C. Greenwood.

We would appreciate your guiding us the proper forms on which to file, and any necessary information.

Very truly yours,

PACIFIC STEEL FOUNDRY COMPANY

By R. G. Hill

R G Hill
JW

DEC 31 1930
OREGON

ANSWERED
H. B. G.

#1168
10PO
PR1406

December 27, 1930

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

This letter is to inform you, as surety on the bond furnished by Mr. A. C. Greenwood in connection with his contract for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County that we have received information from Mr. L. M. Graham, attorney at law, Forest Grove, Oregon, to the effect that Mr. John J. Dann, sub-contractor under Mr. Greenwood, is indebted to A. B. Cooper and Company for services rendered in connection with this work.

It seems that A. B. Cooper and Company have sub-contracted some of Mr. Dann's work between Stations 839+70 and 900+00 and that they have been unable to secure any money from Mr. Dann for services rendered.

Mr. Graham informs us that Mr. Cooper is very much in need of money at the present time. We have advised him to get in touch with you since you are agents for the company that furnished the bond for Mr. Greenwood.

Very truly yours

STATE HIGHWAY COMMISSION

By

MBG:S Secretary

cc Mr. A. C. Greenwood

December 28, 1930

Loyal M. Graham
Attorney at Law
Forest Grove, Oregon

My dear Mr. Graham:

Referring to your letter of the 24th instant concerning a contractor by the name of John J. Dana, wish to say that the work that Mr. Dann is doing is the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, otherwise known as state highway contract #1168.

This contract was originally awarded by the State Highway Commission to Mr. A. C. Greenwood, whose address is 500 N. Front Street, Portland. Mr. Greenwood sublet the work to Mr. Dann and evidently Mr. Dann has sublet a portion of it to A. B.Cooper & Company, as you state in your letter.

According to our records Mr. Dann has until July 31, 1931 in which to complete the work. Indications are that the job will be completed before that time, however, although we anticipate that he will do only a small amount of work this winter on account of weather conditions.

The bond furnished by Mr. Greenwood in connection with this work is the protection that we have to offer Mr. Cooper. The original contractor's bond is held responsible and liable for the payment of all just debts, dues and demands incurred against the project including labor and material claims whether or not they are incurred by the original contractor or his subcontractors. In the present instance it is our understanding that Mr. Dann furnished Mr. Greenwood with a bond written by the Union Indemnity Company for whom Irving L. Webster & Company are agents with offices in the Failing Building, Portland. The bond furnished by Mr. Greenwood to the state was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland.

We hold the original contractor responsible for the completion of the work as well as for the payment of claims and it is our practice to advise creditors to file notices of their claims with the bonding company. In this instance, this would be the Aetna Casualty & Surety Company. If not satisfaction is secured by so doing then there is no other alternative but to seek relief through the courts

Due to the fact that Mr. Cooper's contract is a subcontract under Mr. Dunn, who in turn is a subcontractor under Mr. Greenwood, we do not believe that the assignment of his contract with Mr. Dunn will be any protection to Mr. Cooper's creditors other than that Mr. Dunn would then be required to make his payment direct to the creditors rather than through to Mr. Cooper. This might satisfy the creditors of Mr. Cooper but we can not say definitely since we do not have a copy of the subcontract agreement between Mr. Cooper and Mr. Dunn neither do we have a copy of the subcontract between Mr. Dunn and Mr. Greenwood.

We would suggest that you take the matter up with the Aetna Casualty & Surety Company and also file notice of the claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws for 1920.

With the very best of Season's Greetings to yourself and Mrs. Graham, I remain.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:W

L. M. GRAHAM
ATTORNEY AT LAW
FOREST GROVE, OREGON

December 24, 1930

Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Mr. Klein:-

I am writing to you regarding the contractor by the name of John J. Dann, who sublet a portion of his contract on the Roosevelt Highway job to A. B. Cooper & Co. It seems that Mr. Dann is having some financial embarassment, and owes a considerable amount to Mr. Cooper who is not able to get any money from said Dann.

I wish to know when the Dann contract with the Commission on this particular job will be finished and the money available, also in what manner does the Commission protect the sub-contractor on these jobs. This particular contract between Dann and Cooper is on that portion of the Highway between Station 839+70 and Station 900.

Mr. Cooper is paying for a place here and needs some ready money. Would an assignment of his contract with Dann be any protection to his creditors? Please give me this information as soon as possible.

Wishing you and the organization a Merry Christmas, I am,

Yours truly,

Loyal M Graham

LMG:DS

ANSWERED
A. B. C.

#1169
10P0

PR 140B

December 27, 1930

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We hand you herewith a copy of a letter that we have today received from Ball & Co., Inc. of Portland in which they advise that they have a claim against Bilderback & Sons for the furnishing of camp supplies in connection with the road work being done by Bilderback & Sons at Kroll, Oregon.

Bilderback & Sons have no contract with the State Highway Commission but it is our belief that they are sub-contracting under John J. Dunn who, in turn, is sub-contracting under A. C. Greenwood to whom the State Highway Commission awarded a contract for the construction of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

This information is being given you since you appear as surety on the bond furnished by Mr. Greenwood in connection with this work.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:S
cc A. C. Greenwood

December 27, 1930

Bell & Company, Inc.
East Third & Alder Streets
Portland, Oregon

Attention: Mr. Stanley Mansfield

Gentlemen:

We acknowledge receipt of your letter of the 26th instant concerning Bilderback & Sons whom you state have had a contract for some road work near Kroll, Oregon, in the vicinity of Marshfield.

We are not definitely certain but believe that Bilderback & Sons have a sub-contract from John J. Dunn who, in turn, has a sub-contract under A. C. Greenwood to whom the State Highway Commission awarded the contract for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

We have no knowledge of Bilderback & Sons agreement with Mr. Dunn. Neither do we have any knowledge that they have given up their contract and such being the case we are unable to give you the information desired other than to say that the Highway Commission holds the original contractor responsible for the payment of claims incurred against the project whether or not these have been incurred by himself or by sub-contractors working under him.

In connection with all state highway contracts the successful bidders are required to furnish the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. The bond furnished by Mr. Greenwood in the present instance was written by the Aetna Casualty & Surety Company for whom Bates, [illegible] & Pearson are agents with offices in the Yeon Building, Portland. We would suggest that you take the matter of your claim [illegible] company in the event that you do not secure satisfaction otherwise.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:S

BELL & CO., INC.

WHOLESALE FRUITS AND PRODUCE

EAST THIRD AND ALDER STS.

PORTLAND, OREGON

December 26, 1930

State Highway Commission,
Salem Oregon

Gentlemen:

We have been advised by our representative that Bilderback & Sons who have had a contract on some road work near ~~Coos~~ Bandon, Oregon, on the Marshfield Highway, have given up their contract and have turned everything over to the bonding company. Bilderback & Sons have been making purchases from us and at the present time are owing us money for purchases made in the operation of their camp.

If you have any information relative to their operation or to the release of their contract, would appreciate having this information. We would appreciate a prompt reply relative to the matter.

Yours truly,

SAM:MH

BELL & CO., INC.

Stanley Mansfield

ANSWERED
H. B. C.

DISTRIBUTORS OF SUN MAID RAISINS, WALNUTS, DRIED FRUITS, POP CORN,
MAGNUS-CALIFORNIA SUPERIOR MINCE MEAT AND BAKERY SPECIALTIES.

EAG:EF

FORM S-8-1 E-16888 1000 4-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR140B

NOTED

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER

SALEM

December 26, 1930

Mr. R. A. Klein
O f f i c e

Dear Sir:

In talking to E. M. Booth, he gave me the following estimate of quantities remaining on the Tahkenitch-Gardiner Summit grading contract as of December 25:

Station 895 - 2,000 yards rock already shot
" 946 - 700 yards, require shooting
" 989 - 500 yards, rock mostly shot
" 1006 - 500 yards sand fill required

Total - - - - 3,700 yards of excavation.

He also estimates to complete sloping and remove slides will require 3,000 yards. On the north end of the job, there is considerable sloping yet to be done. Also, Station 1006 to Station 1007 requires rock facing for protection.

This job will show about 30,000 yards over-run on profile quantities, which he distributes as follows:

Removal of slides on the old section from
Gardiner Summit to East Gardiner - - - - 6,000 yards
Fill slide into Elbow Lake - - - - - - - - 3,000 yards
Subsidence across the arms of Tahkenitch
Lake - - - - - - - - - - - - - - - - - - 6,000 yards
Slides and overbreak - - - - - - - - - - -15,000 yards

This contract has until next July to run and by that time the contractor will undoubtedly be able to finish the job. He expects to leave one shovel on the job and work when weather is suitable. He has requested the privilege of wasting the 2,000 yards of rock left in the cut at Station 895 and borrowing in lieu thereof, at his own expense, the same quantity near Station 920. I have told Booth to get a letter from Greenwood asking for this privilege before granting any permission to them, and have told him to submit it to this office.

Very truly yours

E. A. Collier

E. A. Collier
Division Engineer

EAC:EF

#1168
TOPO
PR 1408

A. C. GREENWOOD
GENERAL CONTRACTOR

800 NORTH FRONT STREET
PORTLAND, OREGON

Dec, 24th, 1930.

Oregon State Highway Commission,
Attention H.B.Glaisyer, Sec'y,
Salem, Oregon.

Dear Sir;

I am today in receipt of the copy of your letter of the 23rd to the Aetna, Casualty & Surety Company, to which was attached copy of letter you received from John A.Biegger, Inc., of Marshfield, Oregon.

I do not have any personel imformation as to this account, but have forwarded copies of all the matter to The Union Indemnity Co., Hansen & Rowland, Inc. Agents, Failing Bldg., Portland, Oregon, as they are the surety on Mr.Dann's bond in connection with his contract.

Yours truly,

A.C.Greenwood,

By J. T. Brown

cc Aetna Casualty & Surety Co.
Yeon Building, Portland, Oregon.

NOTED
H R GLAISYER

#1168

10P0

PR 140B

December 23, 1930

John A. Biegger, Inc.
Broadway and Curtis
Marshfield, Oregon

Attention: Mr. Jack A. Rea

Dear Sirs:

Replying to yours of the 19th, wish to say that the work being done by Mr. J. J. Dunn near Gardiner is the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County, state highway contract #1188 for the construction of 5.17 miles of grading. The original contract for this work was awarded to A. C. Greenwood whose address is 800 N. Front Street, Portland, Oregon. The actual work is being accomplished by Mr. Dunn, we presume under subcontract or special agreement of some kind.

In connection with the contract Mr. Greenwood furnished the State with a surety bond for the protection of labor and material claims and all just debts dues and demands incurred against the project. This bond was written by the Aetna Casualty & Surety Company for whom Bates, Lively and Pearson are local agents with offices in the Yeon Building, Portland. We do not believe that you will have an difficulty in making a satisfactory settlement with Mr. Dunn but if you do then you still have recourse against the bond and should file notice of your claim with the bonding company. Notice should also be filed with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws.

Mr. Dunn has not yet completed work under this contract but it is our understanding that it was 91% completed on November 15th. As to whether or not the contract will be completed immediately will depend on the weather. It may be necessary to defer completion of the work until the weather is more settled in the spring although we believe it is their intention to continue the work as long as conditions are favorable.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:W

December 23, 1930

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from John A. Biagger, Inc. of Marshfield, Oregon, concerning their claim against J. J. Dann Construction Company, being a claim in the sum of $171.54.

We presume that the work that they have in mind is the work that Mr. Dann is completing for A. C. Greenwood for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County. We are giving you this information since you appear as surety on the bond furnished by Mr. Greenwood in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:W
Inc.

cc A. C. Greenwood,
500 N. Front St.,
Portland, Oregon.

J. J. Dann Construction Co.,
424 Third Street,
Portland, Oregon.

Contract No. 1168 - A. C. Gr[illegible] wo[illegible] -

Paid to Nov, 15 - $157,847.86
Retained - $13,963.88 -
Contract was 91% Complete on Nov, 15.

Est. for work to Dec, 15 is in but has not been figured. Contract is practically complete.

R INC.

[illegible]

[illegible]0

Plymouth Motor Cars

State Highway Department
Salem, Oregon

Gentlemen:

The J. J. Dann Construction Company who have a road contract at Gardiner, Oregon, purchased labor and parts for repairing their Dodge trucks during the month of November.

To date we have been unable to get any response from them regarding their account, which is in the amount of $171.34. Will you kindly let us know if they are still doing work at Gardiner, Oregon, and if it would be in order for us to file a claim with your department to withhold this amount of money from any payments which they may have due them.

We are enclosing a self-addressed envelope for your convenience and wish to thank you for any information and consideration you may render in this matter.

Yours very truly,

JOHN A. BIEGGER, INC.

By Jack A. Rea

JR:R

#1168

ANSWERED
H. B. G.

DODGE BROTHERS
MOTOR CARS
TRUCKS, BUSES AND
MOTOR COACHES

JOHN A. BIEGGER INC.
BROADWAY AND CURTIS
TELEPHONE 43
MARSHFIELD, OREGON

Plymouth
Motor Cars

December 19, 1930

State Highway Department
Salem, Oregon

Gentlemen:

The J. J. Dann Construction Company who have a road contract at Gardiner, Oregon, purchased labor and parts for repairing their Dodge trucks during the month of November.

To date we have been unable to get any response from them regarding their account, which is in the amount of $171.34. Will you kindly let us know if they are still doing work at Gardiner, Oregon, and if it would be in order for us to file a claim with your department to withhold this amount of money from any payments which they may have due them.

We are enclosing a self-addressed envelope for your convenience and wish to thank you for any information and consideration you may render in this matter.

Yours very truly,

JOHN A. BIEGGER, INC.

By Jack A. Ross

JR:R

#11156

ANSWERED
H. B. G.

FF 140B

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 140-B

Post Office Building
Portland, Oregon.

Aug. 15, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

Jon

A4/pr 7200

Form P. R. 2
State Oregon
Project No. 140, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1925

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of June, 1930
by and between the State Highway Commission of Oregon
, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of January, 1929, a project statement, which was approved by the Secretary on the 27th day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 25th day of March 1930, and approved by the Secretary on the 30th day of July, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of fifty-nine thousand, one hundred eighty and 73/100
dollars ($ 59,180.73) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate as approved the total Federal payments shall not exceed the Federal pro rata share

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count _____ of _____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 839+70 at the north end of Section A of said project in the south ½ of Sec.4, T.21 S., R.12 W., W.M., and survey station 1007+00 in Lot 3 in the east ½ of Sec.29, T.20 S., R.12 W., W.M., terminal points, a distance of 3.170 miles, known locally as the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway, Federal Aid Highway System Route No. 2 between Coos Bay and Hebo, Douglas County, being Section B of Oregon Federal Aid Project No. 140.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of fifty-nine thousand, one hundred eighty and 73/100 ($59,180.73)

dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred four thousand, eight hundred three and 50/100 ($204,803.50)

dollars, the approved total estimated cost of Section B of said project.

8—5818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(a) By the ----------

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ----------

STRICKEN OUT

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ---------- (State or county) of ---------- (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ----------

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—8518

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds, probable amount annually available, and how will be placed under direct control of Highway Department)

_____

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

_____
(Strike out if not appropriate)

STRICKEN OUT

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 30th day of July, 1930

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____
Acting Secretary of Agriculture.

8—6518

GWS

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 839+70 at the north end of Section A of said project in the south ½ of Sec. 4, T.21 S., R.12 W., W.M., and survey station 1007+00 in Lot 3 in the east ½ of Sec. 29, T.20 S., R.12 W., W.M., locally known as the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway, Federal Aid Highway System Route No. 2 between Coos Bay and Hebo, Douglas County, and designated in the records of this Department as Project No. 140 Section B of, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of ~~$204,803.50~~ Section B of as the total estimated cost of said project, and the sum of $52,180.73 as the share of the United States, payable under said acts on account of Section B of such project, which does not exceed the authorized Federal pro rata share ~~per cent~~ of said total estimated cost.

Done at the city of Washington, this 30th day of July one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Secretary of Agriculture.

(1113)

GOVERNMENT PRINTING OFFICE 8—4820

FR

BR- 140-B

May 4, 1920.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement covering the Tahkenitch-Gardiner Summit Section, Project No. 140-B.

Very truly yours.

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP

Enclosures.

Oregon State Highway Department — Project No. 142-B

TAHKENITCH-GARDINER SUMMIT SECTION OF THE ROOSEVELT COAST HIGHWAY

IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 3, 1930.

All Required	Clearing and Grubbing		$54,000.00
510,000 cu.yds	Excavation, Single Classification	.27	114,700.00
336,000 yd.sta	Overhaul	.02	4,720.00
11,000 yd.mile	Truck Haul	.30	3,300.00
2,000 lin.ft	18" Concrete Pipe	3.50	7,250.00
250 lin.ft	24" Concrete Pipe	3.50	875.00
170 lin.ft	36" Concrete Pipe (Heavy)	7.00	1,190.00
300 lin.ft	6" Porous Drain Tile	.50	150.00
	Sub-total		$186,185.00
	10% Engr.		18,618.50
	Total		$204,803.50

Length of Project 3.170 miles
Cost per mile $64,606.78

State Funds Available	$145,822.76	
Federal Aid Requested	59,180.73	(28.8963+%)
	$204,803.50	

#1168
7000

May 5, 1950

Mr. W. V. Anderson, Agent,
Union Oil Company,
Reedsport, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of recent date concerning the A. C. Greenwood contract in Douglas County.

Information concerning this contract is as follows: Contract No. 1168 - Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County - 5.17 miles of grading - bond was furnished by Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, Yeon Bldg., Portland, Oregon, are resident agents. Amount of bond is $93,092.50 - amount of contract is $186,185.00 - The completion date of this contract is July 31, 1951.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Cleiayer,
Chief Clerk.

Dict. by J. McFarland.

IN REPLY GIVE NO

...ion Oil Company of California

Redding Cal - 4/28/30

Mr. Ray Tolan

At Salem Ore

Att'n Mr. State Highway Engineer

Answering Letter {Date-
{File-

Dear Sir:

Subject

Oil ...

RECEIVED
APR 30 1930.
OREGON
STATE HIGHWAY COMMISSION

We are contracting under a ... and on a portion of Gardiner Ave and will you please give me the following information

Job number - description - thereof - amount of same - date of completion - name of Bonding Co and amount of Bond. Kindly give me this information as soon as possible.

Yours very truly

W. M. Anderson agt

#1168
1080

PR 1403

May 5, 1930

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 2nd concerning the A. C. Greenwood contract in which you state John J. Daz is working as subcontractor.

Please be advised that this contract is known as No. 1168 - Tahkenitch-Gardiner Summit section of the Roosevelt Coast Highway in Douglas County - 5.17 miles of grading - The bond on this contract was furnished by The Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, Yeon Bldg., Portland, Oregon, are resident agents. The amount of the bond is $25,092.50. The amount of the contract is $250,166.00. The completion date of this contract is July 31, 1931.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claiyer,
Chief Clerk.

Dict. by J. McFarland.

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon

May 2, 1930

State Highway Department
Salem, Oregon.

RE: John J. Dann
Sub-contractor

Gentlemen:

We are advised that Mr. John J. Dann is working in the capacity of a sub-contractor for Mr. A.C. Greenwood, who holds contract #1168.

We are contemplating making deliveries to Mr. Dann, consequently, wish to learn whether or not the contract #1168 has been awarded Mr. Greenwood and whether or not you have any information as to Mr. Dann working in the capacity of a sub-contractor. We wish to determine the approximate amount of the job, the description of same, the approximate date of completion, also the name of the bonding company and the amount of the bond.

For your convenience we are enclosing a self addressed stamped envelope, asking that we might be favored with a prompt reply.

Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

E. L. Eastevan

District Manager

LC PM
enc.

1440B

April 16, 1950

A. C. Greenwood
600 N. Front St.
Portland, Oregon

Dear Sir:

Herewith, for your records and files, is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway in Douglas County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glairyer
Chief Clerk

HBG:S
Enc.

Form 39--E-15589--2500--2-30.

PR 140B

NOTED

State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date March 29, 1930, 193...

Job name Tahkenitch-Gardiner Summit — Week from March 23 to March 29

Mail address Gardiner, Oregon.

Highway Roosevelt Coast Highway — Telegraph or telephone address Gardiner Hotel

County Douglas — Job prefix 10 PO — Express and freight address Gardiner, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Monday and tuesday in field with contractors looking job over. Wendnesday self and Leaman worked on repairing skiff and had it hauled out to Reedsport; balance of day and thursday worked in office on maps etc.

On friday self, Jones and Ross in field Leaman in office. Started reference circle hubs at Sta. 240 ahead.

Saturday the contractor (Greenwood-Dann and Miller) arrived in evening and said they would start construction of camp not later than wed. April 2, 1930.

Will continue reference circle hubs on first mile next week as contractor anticipates to start both clearing and grading at this end of project.

(See back of this sheet for instructions and detailed information.)

Signed E. M. Booth.

Title Resident Engineer

RR 140B

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed ..... not started as yet .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 5

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 140B

Form 30—E-15569—2500—8-30.

OREGON STATE HIGHWAY DEPARTMENT

NOTED
State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date March 22, 1930

Job name Tahkenitch - Gardiner Summit — Week from March 18th to March 22nd

Mail address Gardiner, Oregon.

Highway Roosevelt Coast Highway — Telegraph or telephone address Gardiner Hotel

County Douglas — Job prefix 10 PO — Express and freight address Gardiner, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Arrived at Gardiner Tuesday Evening. Went over the job Wednesday with contractors, Mr Collier, Roberts and Leaman. Spent Thursday and Friday fixing up office, making drafting boards, files, etc.

Went over the job Saturday Forenoon with contractors. Spent the afternoon with Glenn Roberts in the office going over field notes, miscellaneous forms, etc. Jones returned to Drain with Roberts in the evening.

Expect to start field work next week, staking balance of the Right of Way.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed E. M. Booth.

Title Resident Engineer

CR 140 B

GRADING CONSTRUCTION

Total miles of grading in project 3.17

Miles completed Contract not let.

Miles completed except finishing .....

Total cubic yards in project 310,000

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 3

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* 100

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

FORM S-6-1 D-12820 1000 9-29

COMMISSIONERS
M. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 140 B

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

March 21, 1930

NOTED
State Highway Engineer

File 10 PO

Memorandum for Mr. Klein:-

On the 18th, I met Judge Hamilton and the Commissioners at Roseburg. They were quite anxious to have us eliminate the paragraph headed "Logs to be Property of Contractor" at the bottom of Page 2 of the special provisions for grading the Tahkenitch-Gardiner Summit Section.

Judge Hamilton feels that if the contractor elects to salvage these logs and sells them, the adjoining owners will feel that the county and state have cut timber not needed for construction of the road and sold it, so that the owners could recover damages in addition to those allowed by the viewers. If the timber is burned on the ground, there will be no question about this, he thinks, because no money will be paid for the logs.

The District Attorney, Guy Cordon, expected to look into this matter further and thought ~~that~~ if the viewers specifically stated the damages consisted of so many thousand feet of merchantable timber at so much per thousand, that the county or state, or contractor could then dispose of the timber as they chose.

I went over this job with Contractors Applegate, of Clifton, Applegate and Toole, Tofte, and Lee Shannon and Brooks, of Newport's outfit. They all plan to burn the logs on the ground and thought it would not be practicable to salvage them. I might suggest substituting the following paragraph in case it is deemed advisable to eliminate the one now in our special provisions:

> "Such logs of commercial value as the contractor may be able to salvage under private contract with the adjoining property owners may be piled on the right of way or adjoining property until the completion of the contract. The work to be done under this contract however, will not be accepted as complete until all such logs have been removed from the right of way and from the adjoining property."

E A Collier

EAC:EF

FAR- 140-B

March 16, 1936.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate encompassing specifications and five sets of special provisions for the Tehkenitch-Gardiner Summit Section, Project No. ~~146-C~~ 140-B

Two sets of blueprint plans and one set of original cross-sections are being sent under separate cover. The additional blueprint plans will be sent within the next few days.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/ZP
Enclosure

140-B

Oregon State Highway Department — Project No. 141-C

Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway

IN DOUGLAS COUNTY

(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, March 17, 1930.

All Required	Clearing and Grubbing			$35,000.00
210,000 cu.yds	Excavation, Single Classif.		.85	170,500.00
236,000 yd.sta.	Overhaul		.02	4,720.00
11,000 yd.mi	Trunk Haul		.25	2,750.00
2,000 lin.ft	18" Concrete Pipe		3.00	6,000.00
280 lin.ft	24" Concrete Pipe		4.00	1,120.00
170 lin.ft	36" Concrete Pipe (Reenf)		8.00	1,360.00
300 lin.ft	6" Porous Drain Tile		.30	90.00
		Sub-total		$ 224,120.00
		10% Engr. & Cont.		22,412.00
		Total		$ 246,532.00

Length of Project 3.170 miles

Cost per mile $77,770.34

State Funds Available	$187,351.27
Federal Aid Requested	59,180.73
	$246,532.00

PR 140B

CABLE ADDRESS
"WILCROPACO"
WESTERN UNION CODE

CROWN WILLAMETTE PAPER COMPANY

PITTOCK BLOCK

PLANTS
CAMAS, WASH.
WEST LINN, ORE.
OREGON CITY, ORE.
LEBANON, ORE.
FLORISTON, CAL.
LOS ANGELES, CAL.

MAIN BUSINESS OFFICE
248 BATTERY STREET
SAN FRANCISCO, CAL

PORTLAND, OREGON

PLEASE REPLY IN DUPLICATE
AND REFER TO

Takenitch - Gardiner Summit
PR #

March 18, 1930.

Oregon State Highway Commission,
Salem, Oregon.

Attn: S. H. Probert, Office Engineer for
the Commission.

Gentlemen:

We desire to thank you very kindly for your letter of March 17th together with the prints enclosed therewith, showing approximate location of the Roosevelt Highway through Township twenty (20) South, Range twelve (12) West, Douglas County, Oregon.

Very truly yours,

CROWN WILLAMETTE PAPER COMPANY

By _____

K/ J. R. Frum

March 17, 1930.

Crown-Willamette Paper Co.,
Pittock Block,
Portland, Oregon.

Attention Mr. J. R. Frum

Gentlemen:

To provide you with the information requested in your letter of March 3, we are today mailing to you a blue print copy of our 400 foot scale map of what we call the Tahkenitch-Gardiner Summit Section of the Roosevelt Coast Highway. This map covers the territory within about the south half of township 20 south, range 12 west, and shows a section of the highway which we propose to construct this year.

We have no similar map covering the north half of township 19, but to give you some idea of the route to be traversed through that half of the township, we are sending a small scale map showing the whole of the section between Reedsport and Florence.

We did not realize that we were delaying reply to your letter so long, but we have been unusually busy preparing plans for the large amount of work which we are now advertising, and have not been able to attend to everything as promptly as we would have liked.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

...AN WILLAMETTE PAPER COMPANY

PITTOCK BLOCK

...NN, ORE.
...GON CITY, ORE.
LEBANON, ORE.
FLORISTON, CAL.
LOS ANGELES, CAL.

PORTLAND, OREGON.

MAIN BUSINESS OFFICE
248 BATTERY STREET
SAN FRANCISCO, CAL

PLEASE REPLY IN DUPLICATE
AND REFER TO

March 3, 1930.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We have been advised by the Douglas County Court that the Roosevelt Highway has been tentatively located through Sections thirty-two (32), twenty-nine (29), twenty (20), seventeen (17), eight (8) and four (4) of Township twenty (20) South, Range twelve (12) West, Douglas County, Oregon.

Inasmuch as the Paper Company is the owner of timberland in all of the above numbered sections we would greatly appreciate it if you would send us promptly a sketch showing the approximate location of the highway according to the survey thereof.

Very truly yours,

CROWN WILLAMETTE PAPER COMPANY

By _____

K/ J. R. Frum

FORM 2-K-1 B-14478 1000 11-29

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATL[illegible] REDFORD
ROBER[illegible] W. SAWYER, BEND

FR 140B

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

NOTED

Mar. 17, 1930

IN REPLY PLEASE
REFER TO FILE NO.

Memorandum to R. A. Klein:

Reference is made to your query this morning regarding the letter of W. S. Hamilton, county judge, relating to the ownership of trees within the right of way on the Tahkenitch-Gardiner Summit section of the Roosevelt Coast Highway in Douglas County. It is proposed to insert a clause in the special provisions for this project authorizing the contractor to salvage and dispose of, for his own benefits, such timber as it may be necessary to remove on account of the construction operations, and your question is as to whether the state or county have sufficient title in the trees to authorize such an arrangement.

It is understood that the right of way for the particular highway was secured by the county in accordance with the statutory proceedings for securing right of way by resolution of the county court, and the first question which presents itself relates to the title which a county secures by such proceedings.

It is a general rule that where land is taken for a purpose not inconsistent with a general right of property in the owner, the right takdn is not a fee but is only an easement,(Ann.Cas.1918 A 807) although the legislature has the authority to vest the estate or interest to be taken from a private individual by virtue of the power of eminent domain. (Ann.Cas.1918 A 806) The general rule is that where the legislature has authorized the taking of land for the purpose of a highway and does not define the estate which may be taken or expressly authorize the taking of the fee, it will be held that an easement only can be taken. Provisions in the statute directing commissioners or viewers to ascertain the damage for the value of the land taken do not change the rule. (Ann.Cas.1918 A 808)

The Supreme Court of the State of Oregon in the case of Oregon Railway & Navigation Company versus Oregon Real Estate Company, 10 Or. 444, has held that a railroad condemning land in this state acquires only an easement. The United States Circuit Court of Appeals in the case of Warm Springs Irrigation District versus Pacific Livestock Company, 270 Fed. 560, held that under the Oregon statutes an irrigation district authorized to acquire lands by condemnation acquires an easement only in land taken for a reservoir site. The legislature in the statutes covering the securing of

right of way by resolution, has not provided that a fee title shall be taken, and it therefore may be stated that the counties of the state by resolution proceedings acquire only an easement in lands taken for right of way purposes.

This brings us to the second question as to just what right the state or counties have in the timber growing upon the right of way and which it becomes necessary to remove for highway construction purposes. This is a question which is not at all free from doubt, and is one which has occasioned a great many conflicts of opinion in the reported decisions of the various states. There are no Oregon decisions directly settling the point in question in this state.

The rule is laid down in 10 R.C.L. 93, that the trees and herbage remain the property of the adjoining owner, who may recover damages for any injury to them which is not the result of the proper and lawful exercise of the highway easement. This statement is borne out in more detail by the notes in 15 L.R.A. at page 553.

It seems, however, that earth and stone, when necessarily taken out for the purpose of the construction of the roadbed, become divested of any property right remaining in the adjoining land owner and may be disposed of by the condemning party or by his contractor. (Valisky vs. Minneapolis, 3 L.R.A. 831 and notes) In Missouri it has been held that a decree of condemnation vests title to the earth and minerals found above the grade of the road and whose excavation is necessary for the construction of the road, but minerals lying below the level of the road and whose excavation is not necessary in the construction of the road belong to the original owner of the land condemned. (Evans vs. Haefner, 29 Mo. 141)

The rules covering timber etc. are given in 20 C.J. at page 589, the particular paragraph referred to reading as follows:

> The natural resources of land taken under the power of eminent domain may be devoted to the public use. Thus earth and stone may be taken for construction and repairs, and a person or corporation engaged in the construction of a public improvement may enter upon ajoining land and condemn thereon the materials required for such construction. So a railroad company having acquired a right of way is entitled to use so much of the timber, earth, gravel, stone, and other materials thereon as may be necessary for the proper construction or repair of its roadway, either in adjacent localities or elsewhere, and may be authorized to take materials from lands outside of its right of way; but the company cannot sell or otherwise convert such materials to its own use except for the purposes above stated. The right to remove timber is not confined

simply to that actually growing upon the track; any timber that interferes with the safe and convenient running of cars may be removed. And likewise a corporation maintaining a line on its right of way to convey electric power may acquire the right to cut trees on adjoining property, which are dangerous to the line. Where the public have acquired an easement for a street or highway, the earth and other material necessarily removed in the process of construction or repair may be used on other portions of the road. And this rule applies to turnpike companies.

It is my opinion that the state is authorised to enter upon the property and cut down and remove all standing timber necessary in order to properly construct the highway to department standards, and I feel that the department would be reasonably safe in making an agreement with the contractor involving the basis of disposing of the timber which is given in the proposal for the work. As stated above, the question is not entirely free from doubt, and is one which has involved such conflicts of opinion that it is difficult to forecast with any degree of assurance just what the decision of the Oregon Supreme Court might be on the question. Undoubtedly the safest way would be to confer with the owners of the adjoining property and have them relinquish any rights which they might have.

Mr. Devers has not been consulted in this matter owing to his absence from the office, and has not approved this opinion.

J. W. DE SOUZA

JWD:EH

PR*

Tahkenitch Lake - Kiawanda Summit

ROOSEVELT COA
TAHKENITCH LAKE
Location: Mat

From Sta. 839+50 (N. end Gardiner Summit-Ter
December 26,

28 foot Roadbed
Length - 2.986 Miles

Item	Unit	Unit Price	Mile 17* Quantity	Mile 17* Amount
Cleaning and Grubbing	Acres	$1,000.00	14.00	$14,000.00
Common Excavation	Cu. Yds.	.35	27,000.00	9,450.00
Other Excavation	Cu. Yds.	.70	94,600.00	66,220.00
Overhaul	Yd. Sta.	.05	47,400.00	2,370.00
Truck Haul	Yd. Miles	.40	———	———
18" Concrete Pipe	Lin. Ft.	2.50	1,150.00	2,875.00
24" Concrete Pipe	Lin. Ft.	3.50	———	———
36" Concrete Pipe	Lin. Ft.	5.00	———	———
Net Cost of Grading				$94,915.00
Plus 10% Engineering & Contingencies				9,485.00
Est. Total Cost of Grading				$104,400.00

*Mile 17 - 0.986 Miles

SHP
Preliminary estimate by
J S Sawyer.

PR 140B

LT COAST HIGHWAY
ITCH LAKE SECTION
Location Estimate

r Summit-North Sec.) To Sta. 997+07.5 (end of Mile 19)
December 24, 1928

Amount	Mile 18 Quantity	Mile 18 Amount	Mile 19 Quantity	Mile 19 Amount	Totals Quantity	Totals Amount
$14,000.00	13.50	$13,500.00	10.50	$10,500.00	58.00	$38,000.00
9,450.00	42,300.00	14,805.00	32,000.00	11,200.00	101,300.00	35,455.00
66,220.00	85,700.00	59,990.00	13,500.00	9,450.00	193,800.00	135,660.00
2,370.00	137,100.00	6,855.00	20,100.00	1,005.00	204,600.00	10,230.00
——	9,300.00	3,720.00	1,200.00	480.00	10,500.00	4,200.00
2,875.00	1,300.00	3,250.00	400.00	1,000.00	2,850.00	7,125.00
——	250.00	875.00	——	——	250.00	875.00
——	——	——	170.00	850.00	170.00	850.00
$94,915.00		$102,995.00		$34,485.00		$232,395.00
9,485.00		10,305.00		3,515.00		23,305.00
104,400.00		$113,300.00		$38,000.00		$255,700.00

2,50, 00.

PR 140B

T HIGHWAY
SECTION
imate

th Sec.) To Sta. 997+07.5 (end of Mile 19)
1928

10V0

Mile 18		Mile 19		Totals	
Quantity	Amount	Quantity	Amount	Quantity	Amount
13.50	$13,500.00	10.50	$10,500.00	38.00	$38,000.00
42,300.00	14,805.00	32,000.00	11,200.00	101,300.00	35,455.00
85,700.00	59,990.00	13,500.00	9,450.00	193,800.00	135,[illegible].00
137,100.00	6,855.00	20,100.00	1,005.00	204,600.00	10,2[illegible]..00
9,300.00	3,720.00	1,200.00	480.00	10,500.00	4,200.00
1,300.00	3,250.00	400.00	1,000.00	2,850.00	7,125.00
250.00	875.00	---	---	250.00	875.00
---	---	170.00	850.00	170.00	850.00
	$102,995.00		$34,485.00		$232,395.00
	10,305.00		3,515.00		23,305.00
	$113,300.00		$38,000.00		$255,700.00

2501.00

CONTRACT# 1169,
1175, 1369,

PR 142-C Scottsburg-Burchard Cr. 1930

1169. 1175 1369

Hyp-7501

Form P. R. 2

U. S. Public Works State Oregon
Project No. NHH 142, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—8518

See ms
A H B.

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933;

Whereas the Highway Department of said State submitted on the 1st day of May, 19 33, a project statement, which was approved by the Secretary on the 23rd day of May, 19 33, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 9th day of October, 19 33; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty thousand, nine hundred twenty-seven and 72/100

dollars ($ 20,927.72) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

See memo attached.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ~~under provisions of the National Industrial Recovery~~ Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources .....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 45+00 at the east end of Section A of said project in the E. 1/2 of Sec. 18, T. 22 S., R. 9 W., W.M., and survey station 285+40 in the W. 1/2 of Sec. 15, T. 22 S., R. 9 W., W.M. (excepting therefrom that bridge between survey stations 144+83 and 146+33, over Wells Creek),

....., length 4.406 miles, in Douglas County, being Section C of Oregon U. S. Public Works project No. NRH 142, consisting of 4.406 miles of roadway and no bridges, ~~or culverts~~ of more than 20 feet clear span, known ~~or designated~~ locally as the Scottsburg - Burchard Creek Section of the Umpqua Highway, between official control points Drain, Scottsburg and Reedsport.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

See me A H B.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of twenty thousand, nine Hundred twenty-seven and 72/100 dollars ($ 20,927.72), certified to the Secretary of the Treasury as above mentioned, which d[redacted] the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6818

193

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By [signature]

Chairman, State Highway Commission
(Title of officer)

By [signature]

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By [signature]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

34

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon U. S. Public Works for the construction of a highway designated in the records of this Department as Project No. NRH 142-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 20,927.72 as the total estimated cost of said project, and the sum of $ 20,927.72 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 30 day of March one thousand nine hundred and thirty-four

Secretary of Agriculture

[redacted] Secretary of Agriculture.

By P. G. Melson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1921 8—4920

R 70 11

FORM S A-1 11934 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

RECEIVED
JAN 2[illegible] 1934
OFFICE OF
CONSTRUCTION ENGINEER

10

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

140 e-7

OREGON STATE HIGHWAY COMMISSION
SALEM

Jan. 26, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

REEDSPORT - GARDINER SECTION

Herewith you will find estimates for constructing the Reedsport-Gardiner section using either the tunnel alternate with no haul across either bridge or the big cut alternate with haul across both bridges. The big cut figures much the cheapest. I have estimated rock at 80¢. This rock is probably soft brown sandstone. It is my recommendation that the project be let single classification because of the difficulty of estimating which is rock and which is common when the material shades off from one into the other. I think it probable that we will get a lower bid than 80¢. The big cut alternate would provide for the movement of about 70000 yards across the Umpqua River bridge from Bolon Island to Reedsport and I estimate that this would take not to exceed two months if we required the contractor to put two shovels on the job and have them ready to operate as soon as the bridge is open for contractors traffic.

The question of stability of fill across the north flat part of Bolon Island should be studied a little further and if test piling have not been driven some sort of test should be made near the north foot of the hill. The maximum fill would be about 50 feet and our plan provides for a 24 foot fill at the south end of the Umpqua bridge. We have 75000 yards of waste in the big cut with which we plan to widen the fill north and should this fill show serious subsidence this 75000 yards could be used to bring it up.

The tunnel alternate provides for wasting all excavation on Bolon Island and makes necessary borrow for the Reedsport Section and would bring the cost of that section up to over $60,000. We have $37,000 in the budget for it. As I understand we have no provision in the budget or loan for any of the project north of the north end of the Umpqua River Bridge.

It is possible to reduce the cost of the Smith Channel bridge by making it all cedar construction instead of treated timber and concrete deck but to be consistent with our other construction on the Coast Highway it should have a concrete deck. No prospect tunnels have been put in the Island but it is my opinion the ground will require full lining throughout and it is my recommendation that this be made of concrete to start with. Port Orford cedar lining could be placed probably for about two-thirds the cost of concretelining. The concrete lining will have a much better appearence and will not need renewing 15 or 20 years hence when the traffic should be considerably heavier than it is now.

REFERRED TO
H. G. Smith
By State Highway Engineer

See me
R H B

H. B. GLAISYER, SECRETARY
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
CHAS. M. SCOTT, CHAIRMAN, PORTLAND

CHAS. M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

I am inclosing herewith the profiles of the two alternates. As soon as a selection has been made please return both profiles. to me and I will write up Special Provisions. It is not possible to write up Special Provisions even for the Reedsport Section until a determination has been made.

Please advise if any test has been made on the north side of Bolon Island for stability of sub-soil and depth to rock. If no test has been made please arrange to have the bridge department make one. Should this test indicate a fair chance of constructing this fill I recommend the big cut line as being cheaper and better. Should you desire me to come in for a conference please call me up.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

November 9, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Scottsburg-Burchard Creek Section.

Project No. NRR-142-C.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/G3

Encls.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-143-D

SCOTTSBURG-BURCHARD CREEK SECTION

OF THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1933.

1,400	cu. yds.	Crushed Gravel Surfacing & Shoulders	$ 1.15	$ 1,610.00
5,000	yd. mi.	Hauling Surfacing & Shoulder Materials	0.15	600.00
180	cu. yd.	Filler	0.45	81.00
540	yd. mi.	Hauling Filler	0.18	97.20
190	M-Gals.	Sprinkling	1.50	285.00
3,700	cu. yds.	Crushing & Placing Mineral Aggregate	2.00	7,400.00
7,600	yd. mi.	Hauling Mineral Aggregate	0.16	1,216.00
39	tons	Emulsified or Cut-back Asphalt in Seal Coat	26.00	1,014.00
278	tons	No. 3 Oil in Place	24.00	6,672.00
		Sub-total		$ 19,035.20
		10% Engr. & Cont.		1,902.52
		Total.....		$ 20,937.72

Length of Roadwork 4.406 miles

Cost per mile $ 4,749.83

National Recovery Highway Funds Requested $ 20,937.72

State Funds for Construction: Chap. 175, Laws 1917: Chap. 31, Laws 1930
State Funds for Maintenance: Chap. 41, Laws 1927

FORM S A-1 11194 TOM 8-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~Salem~~
Elkton

November 8th., 1933

IN REPLY PLEASE
REFER TO FILE NO

STATE ... NOV 10 1933 ...

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Attention Mr. S. H. Probert

Dear Sir:-

Attached is confirmation copy of wire to Mr. W. H. Lynch, District Engineer, relative to commencing work on National Recovery Highway Project 142 - C , contract 1520.

Very truly yours,

Glenn E. Roberts.

Glenn E. Roberts,
Res. Engr.

cc Mr. E. A. Collier

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

October 9, 1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRH 142-C, the Scottsburg-Burchard Creek section of the Umpqua Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
H. C. Andrews
Jr. Highway Engineer

October 2, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany bituminous macadam specifications for the Scottsburg-Burnhard Creek Section, Project No. NRE-142-C.

Five blueprint copies of the typical cross-section and summary sheet are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-1A2-C

SCOTTSBURG-HURCHARD CREEK SECTION

OF THE ROSEBURG HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany bituminous macadam specifications. Not as basis for project agreement.)

Salem, Oregon, October 2, 1933

1,400	cu. yds.	Crushed Gravel Surf. & Shoulders	$ 1.20	$ 1,680.00
5,000	yd. mi.	Hauling Surf. & Shoulder Material	0.15	750.00
180	cu. yds.	Filler	0.30	54.00
540	yd. mi.	Hauling Filler	0.15	81.00
190	M Gal	Sprinkling	2.00	380.00
3,700	cu. yds.	Crushing and Placing Min. Aggr.	2.15	7,955.00
7,600	yd. mi.	Hauling Mineral Aggregate	0.20	1,520.00
39	tons	Emulsified or Cut-back Asphalt in Seal Coat	28.50	1,111.50
278	"	No. 3 Oil in Place	26.50	7,367.00
330	"	Tar in Place	24.70	(alternate)
		Sub-total		$ 20,898.50
		10% Engr. & Cont.		2,089.85
		Total		$ 22,988.35

Length of Roadwork 4.406 miles

Cost per mile $ 5,217.51

National Recovery Highway Funds Requested $ 22,988.35

#1369
Douglas

142C

April 22, 1933

Maryland Casualty Company,
Rodgers Hart Banks Co., Agents,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1369 for the construction of the Scottsburg-Paradise Creek Section of the Umpqua Highway in Douglas County consisting of 11.05 miles of gravel surfacing, has been completed by the contractors, Portland Sand & Gravel Company , and that final settlement will be made by the State with said contractors for work done under said contract on or after May 2, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors, Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $23,607.37 including the final payment. Of this amount $32.76 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 20, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Portland Sand & Gravel Co.,
Room 1, Box 180,
Portland, Ore.

Gentlemen:

The hearing of your claim in connection with surfacing contract on the Scottsburg-Paradise Creek Section, will be held by Mr. Baldock at the Salem Office, Monday morning, April 17th, at 9:30 A.M.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Mr. Collier:

Will you please make arrangements to be in Salem for this hearing.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓

E. A. Collier

NOTED
State Highway Engineer

FORM S.H. 7000 5M 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. SLAUSER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

102C

OREGON STATE HIGHWAY COMMISSION

SALEM

March 17, 1933

IN REPLY PLEASE REFER TO FILE No.

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTENTION: S. H. PROBERT

Dear Sir:

Following up my letter of March 13th, concerning the Scottsburg-Paradise contract recently completed by the Portland Sand and Gravel Company, I am advised by Mrs. Ruth Hedrick that the Portland Sand and Gravel Co. have paid her in full for the 1625 cu. yards of gravel taken from the Hanson bar on her property. The Portland Sand and Gravel Company, under the terms of our contract are entitled to $54.69 for royalty on this gravel which was not taken from the Burchard bar. Will you please add this item to the Final Estimate of the Portland Sand and Gravel Company.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

NOTED
State Highway Engineer

FORM S-A-1 3021 SM 4-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

11B

OREGON STATE HIGHWAY COMMISSION

SALEM

March 14, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
O f f i c e

Dear Sir:

The work to be done under the below listed contracts has been completed, the date of completion in each case being as indicated.

Contract No. 1369 with Portland Sand & Gravel Company, for surfacing the Scottsburg-Paradise Creek Section was completed January 24, 1933. This work overran the specified date of completion 85 days. Extensions covering the overrun have been granted by the Commission.

Contract No. 1387 with C. R. Seitz, for furnishing crushed rock on the Nye-Vinson & Nye-Lazinka Ranch Sections was completed February 28, 1933. This work overran the specified date of completion 223 days. Extensions covering the overrun have been granted by the Commission.

Acceptance of these contracts by the State Highway Commission as of their respective dates of completion is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer.

Dict. by D. G. DeSart/GS

1 C 2 C

3/15/33

Approved

Commissioners
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142 C

OREGON STATE HIGHWAY COMMISSION

SALEM

March 13, 1933

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 14 1933

R. H. Baldock
State Highway Engineer
Salem, Oregon.

NOTED
State Highway Engineer

ATTENTION: S. H. PROBERT

Dear Sir:

On the Scottsburg-Paradise gravelling contract recently completed by the Portland Sand & Gravel Co., the contractor dug 1823 cubic yards of gravel on the Hanson bar which is owned by Mrs. Headricks of Drain. Under the terms of our contract with them, they were to receive 3¢ per yard for gravel dug on other bars than the Burchard bar. I understand the agreement with Mrs. Headricks was for 3¢ per cubic yard. If the Portland Sand & Gravel Co., have paid Mrs. Headricks the royalty, $54.69 should be added to the Final Estimate for the Portland Sand & Gravel Co.

I believe this item was not shown on the Final Estimate. Will you please find out from the contractor if he has paid Mrs. Headricks and if so, add the above amount to their estimate.

Very truly yours,

E. A. Vollier
Division Engineer

cc. R.H. Baldock
EAC:AW

FORM S-A-1 6787 10M 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142C

OREGON STATE HIGHWAY COMMISSION

SALEM

March 9, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office

Attention - Mr. S. H. Probert.

Dear Sir:

Special Provisions of the Scottsburg-Paradise Creek Section, Portland Sand & Gravel Company Contract states:

> "The State will make available to the contractor without charge the right to secure gravel from the Burchard Bar; if the gravel is obtained from any other source the right to take gravel should be obtained by the contractor at his own expense. The State will pay the contractor 3¢/ per cubic yard as royalty on all gravel obtained from other sources than the Burchard Bar."

In writing these specifications it was presumed that the contractor would deal with the property owners and obtain the gravel and that the 3¢ per yard would cover the royalty. I believe this to be so on the Munson and Burchard Bars but some 14,000 yards were obtained about 600 ft. west of the Scottsburg Bridge.

Title to this gravel no doubt lies with the State Land Board although the point could be argued. At any event it is about at the limit of tide water and probably the river has been navigated to this point before the construction of the Bridge. The company and the public has been accustomed to getting gravel from this bar without payment of royalty to the abutting property and I believe the owner makes no claim to royalty, therefore the Portland Sand and Gravel Company is not paying for royalty but merely granted him some remuneration for crossing his property.

The Portland Sand and Gravel Company have asked us to pay the 3¢ royalty on the Scottsburg Gravel and to secure the remission of the royalty from the State Land Board. They state that the contract definitely specified the Burchard Bar and that they had been to additional expense in acquiring the rights of way to the other bars and that the 3¢ per yard will go to offset these expenses.

SHP

I explained to them that our position would be untenable if we paid them the royalty for the Scottsburg Bar after securing its exemption by the State Land Board, and that we could not offset any other claim by the payment of the 3¢ royalty.

I would therefore recommend that you secure the exemption of the 3¢ royalty from the State Land Board but do not make this payment to them for the material for the Scottsburg Bar. Any other claim which they have for moving from the Burchard Bar can then be decided on its merits, without involving the question of royalty.

Yours very truly,

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

FORM S-A-1 8750 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142-C

OREGON STATE HIGHWAY COMMISSION

SALEM

March 9, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Portland Sand & Gravel Company,
Portland, Ore.

Gentlemen:

Since making further investigation of the ownership of the gravel in the Umpqua River, it is my opinion that the gravel bar near Scottsburg is under the jurisdiction of the State Land Board and that bars farther up the river belong to the property owners.

I would therefore recommend that the Scottsburg gravel be eliminated from the royalty clause in your contract since the property already belongs to the State of Oregon.

This leaves the situation in line with our conversation of some time ago in which I stated that we could not recompense you for any expense in moving from the Burchard Bar, by payment of royalty on State owned gravel. The settlement of expense in building and obtaining hauling roads, etc., should be settled on its merits and not involve the question of royalty.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

NOTED
State Highway Engineer

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

March 4, 1933

RECEIVED
MAR 6 - 1933
STATE HIG.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Yesterday you were inquiring whether the Umpqua River was navigable at the Scottsburg bar where the Portland Sand and Gravel Company secured part of the gravel for the Scottsburg-Paradise Section recently completed. Mr. Devers has studied this matter and on August 20th, Senator Eddy of Roseburg, wrote an opinion for Mr. Devers in which he holds that the Umpqua River is not a navigable stream above tide water or above the first rapids, but that as a matter of fact it is capable of being used for floating logs. He states that if this view is correct, then the land owners, whose boundary is the stream, take to the middle or thread of the stream.

The Scottsburg bar is situated 600' above the Scottsburg bridge. The head of navigation on the Umpqua River has been the old docks which are located 300' below the Scottsburg Bridge. Evidently the War Department agreed with this view for they did not ask us to put any movable span in our Scottsburg bridge. The first rapids in the Umpqua River are located about a quarter of a mile above the Scottsburg bridge and the river between the bridge and these rapids has many large boulders in it. It seems to me for all practical purposes, the Scottsburg bridge is the dividing line between the navigable and non-navigable sections of the Umpqua River.

The town of Scottsburg has been laid off in lots and the owners rights are bounded by the lot lines rather than by the stream bank. The Meander line for the north bank of the Umpqua River was run across this gravel bar. For many years no one has claimed title to this gravel bar and the County and State have removed gravel therefrom without payment, either to the State Land Board or to any individual. I have been told that Mr. Wessala, through whose lot the road to the bar runs, did not object to the Gravel Co. crossing his land, but ask that they give his boy a job on the gravel plant, which the company did.

Please refer to Mr. Baldock's letter of September 19, 1932 to the Portland Sand and Gravel Company. This letter was written before the company moved to the Scottsburg bar. In this letter Mr. Baldock interpreted the Special Provisions in the contract quite clearly and the contractors thereafter moved to the Scottsburg bar and also subed to Clyde Catching a part of the gravel production on the east end of the job. Under these circumstances, I do not see how they can claim compensation for moving to the Scottsburg bar. As to the 3¢ which the State is to pay for royalty, it would appear to me that whether the contractor had to pay 3¢ or 5¢ or nothing for gravel obtained from other bars, that the State is under obligation to pay him 3¢ per yard for all gravel obtained elsewhere than on the Burchard bar.

The State has made several material concessions to the contractors on this job

1. The state permitted the use of a 2" circular screen on part of the job instead of the 1½" specified. This was of advantage to the contractors because it increased the amount of gravel placed on the road and reduced the amount of over size placed in stock pile.

2. The contractor was given a long extension of time to complete this job .

3. The contract provides that the contractor will be paid 25¢ per cu. yd. for all over size material stock piled within half a mile of the Burchard bar.

We have, however, in the Final Estimate provided to pay the contractor for the over-size stock piled at the Scottsburg bar and at the Munson bar. It is probable that we will use this over-size material to make oil rock. The gravel bar at Scottsburg is connected with the bank at low-water during the Summer and is entirely submerged during freshet and partially submerged during high-tide. The tide affects a change of about 18" to 2'. If the Scottsburg bridge is the head of the navigable stream, the bed of the stream above the bridge does not belong to the State and the State Land Board could not collect royalty. Under the terms of our contract with the Portland Sand & Gravel Co., however, it seems to me that we owe them 3¢ per yard provided that no claim against the State Highway Dept. will arise for royalty on gravel.

In regard to the Munson bar owned by a Mrs. Headrick, I am trying to find out whether the company has paid the 3¢ royalty agreed upon, and if they have paid her, they are entitled to 3¢ from the State. If the company has not paid, they should do so and we should pay them.

Very truly yours,

E. A. Collier
Division Engr.

cc. R.H. Baldock
EAC:AW

12C

February 15, 1933

Mr. Loyal H. McCarthy, Lawyer
American Bank Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of February 14 requesting information concerning the contract awarded by the Highway Commission to the Portland Sand & Gravel Company for the surfacing of the Scottsburg-Paradise Creek Section of the Umpqua Highway in Douglas County.

According to our records the Portland Sand & Gravel Company is a partnership consisting of:

O. G. McIntyre, 2304 67th St. S. E., Portland;
L. E. Craswell, Route 1, Box 185, Portland, and
James Borin, 364 East 44th St., Portland.

An inspection of the contract shows that it was signed by Portland Sand & Gravel Co. by the three partners listed above.

The address given for the Portland Sand & Gravel Company is Route 1, Box 185, Portland, Oregon.

Very truly yours

Secretary

HBG:AJ

LAW OFFICE OF
LOYAL H. McCARTHY
AMERICAN BANK BUILDING
PORTLAND, OREGON

February 14th,1933.

#1969

State Highway Commission
Salem, Oregon

Gentlemen:

I should thank you to give me the exact name of the contractor signing the contract for 11.03 miles of roadwork on the Umpqua Highway known as the Scottsburg-Paradise Creek section upon which the date for receiving bids was fixed as June 23rd, 1932.

It is my understanding that this contract was let to Portland Sand & Gravel Co. but I desire to know whether or not the contractor is a corporation or operating under an assumed name.

If it is a corporation kindly give me the names of the president and secretary or officers signing the contract and state whether or not the same is an Oregon corporation or a foreign corporation. If the name of Portland Sand & Gravel Co. is an assumed name,I should thank you for the names of the parties actually interested in and conducting the business of Portland Sand & Gravel Co.

Respectfully yours,

Loyal H. McCarthy

LHM
*
I

RECEIVED
FEB 15 1933
OREGON
STATE HIGHWAY COMMISSION

FORM S-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Jan. 30, 1933

IN REPLY PLEASE REFER TO FILE NO.
142 C

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION: H.B. GLAISYER

Dear Sir:

The Portland Sand & Gravel Company on Jan. 24, 1933 completed their contract No. 1569 for surfacing Scottsburg Paradise Section. On Jan. 11th, I wrote you recommending an extension on this contract to Jan. 16th. Please make this date Jan. 24th.

Very truly yours,

E. A. Collier
Division Engr.

cc. R. H. Baldock

EAC:AW

NOTED
Highway Engineer

RECEIVED
JAN 30 1933
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 17, 1933

RECEIVED
JAN 18 1933
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The intermediate voucher for Oregon F.A.P. 142-C submitted in the amount of $2,543.71 brings the total Federal Aid Funds claimed to within $1,000 of the amount mentioned in the project agreement.

As mentioned in our letter of February 14, 1931, the total amounts claimed by intermediate vouchers should never come within $1,000 of the total Federal Aid available. This voucher has accordingly been recommended for payment in the reduced amount of $1,631.27.

The date of execution of the project agreement is shown as August 28, 1928. This should be August 28, 1930.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott

J. A. Elliott
Sr. Highway Engineer

2,543.11
1,631.27
912.44

J 3 Cr. $2543.11
J 4 Dr. 1631.27

Baldock —

We believe that Collier's letter of Jan 19th, a copy of which was sent to you, explains the reason for using state bridge crew very satisfactorily.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142-C

COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

Why did Collier use a state bridge crew to remove these slides when he had the matter under contract, which ~~is~~ would be probably much cheaper? Investigate and advise.

Very truly yours

R. H. Baldock

State Highway Engineer

RHB:HI

RECEIVED
JAN 18 1933

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142-C

OREGON STATE HIGHWAY COMMISSION

SALEM

January 16, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

Why did Collier use a state bridge crew to remove these slides when he had the matter under contract, which ~~is~~ would be probably much cheaper? Investigate and advise.

Very truly yours

R. H. Baldock

State Highway Engineer

RHB:HI

RECEIVED
JAN 18 1933

7800 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Jan. 14, 1933

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION J.H. SMITH

Dear Sir:

Attached hereto you will find two orders for State Force Work on contract projects.

On January 2nd, we had a very heavy rain which caused a number of slides into the grade and two slide-outs of the grade, which completely blocked the Umpqua Highway. The slides on to the road occurred on the Scottsburg - Paradise Section, under contract for gravelling and surfacing. This contract provided for removal of slides and rebuilding of sunken fills on a yardage basis. Two of these slides were very soupy and went clear across the road so that inorder to open traffic it appeared advisable to bring temporary runways over the slides near the outside edge. The slide-outs occurred on the Paradise Red Bridge Section under contract, which provides for removal of slides and rebuilding of sunken fills on a yardage basis.

An experienced State Bridge Crew was immediately available to put on both of these jobs and so the work was done by the State Force, rather than by contract force account.

Contractor Kernan moved a shovel down to a point near station 800 and removed several thousand yards in a slide there for us at contract price.

RECEIVED
JAN 18 1933

Very truly yours,

E. A. Collier
Division Engr.

cc. Baldock

EAC:AW

RECEIVED
JAN 17 1933

RECEIVED
JAN 14 1933
OREGON
STATE HIGHWAY

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

NOTED
State Highway Engineer

Jan. 19, 1933

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN 21 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION H.G. SMITH

Dear Sir:

Your letter of Jan. 19th, received in which you ask why the State Bridge Crew was used to remove the slides on the Scottsburt-Paradise Creek Section. The State Bridge Crew did not remove slides on the Scottsburg-Paradise Creek Section, but planked runways up over two slides. These two slides completly covered the road and were very soupy. The road was blocked and it was desireable to get this road open as soon as possible. The contractor on the Scottsburg-Paradise Creek Section had his shovel rented to Kernan and it was located east of Elkton so that it could not be brought to the Scottsburg-Paradise Creek Section, until the two bridges were built on Paradise Grade. The Bridge Crew could not get to these bridges until these two soupy slides could be passed. In view of these circumstances, it was deemed advisable to have the State Bridge Crew plank runways up over the outside edges of these slides.

Traffic will use the runways until sometime in May when the material will be removed and used on the shoulders of the grade.

In answer to the last question in your letter, would reply in my opinion, it would have cost more to have had the contractor do this planking work, Force Account, than to have the State Bridge Crew do it.

Very truly yours,

E. A. Collier
Division Engr.

cc. R. H. Baldock

EAC:AW

FORM S-A-1 6756 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

42-C

OREGON STATE HIGHWAY COMMISSION

SALEM

Jan. 11, 1933

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION: H.B. GLAISYER

Dear Sir:

The Portland Sand and Gravel Co. have, under date of Jan. 5, 1933 requested an extension of the time limit on their contract. No. 1569 for surfacing the Scottsburg - Paradise Section of the Umpqua Highway in Douglas County, to Jan. 16, 1933.

Please note contents of my letter of Dec. 16, in which I recommended that the contractors request for extension for Dec. 31, 1932 be granted without penalty. A flood and a number of slides have prevented the contractor from completing his work on the last of December. He has shown a willingness to work and I wish to recommend that his request for extension to Jan. 16th, be granted without penalty.

Very truly yours,

E. A. Collier
Division Engr.

cc. R. H. Baldock

EAC:AW

Form 30—3165—5M—2-32.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec. 26th. 1932

Job name Scottsburg — Paradise Creek *Week from* Dec. 18th. *to* 24th.

Mail address Elkton, Oregon.

Highway Umpqua *Telegraph or telephone address* Elkton, Phone 185

County Douglas *Job prefix* 10 P W *Express and freight address* Elkton, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Gravel plant averaged about 200 yds. per day the past week. Have most of the gravel cut for the road and several hundred yds. in stockpiles along the road.

River has been quite high but by changing hoist have been able to run.

Several slides has started to work again and the one at 3?4 East of the Long Prearie Scool House has run across the road. The hump in the road has raised abour 18 inches.

Resident employes 12 two eight hour shifts

Non-resident employes None

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday	Rain	Rain
Monday	"	"
Tuesday . . .	"	"
Wednesday . .	"	"
Thursday . . .	"	"
Friday	"	"
Saturday . . .	"	"

H. U. Smith

Signed H. U. Smith

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be measured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 11.02

Miles completed 11.02

Miles partially done None

Total cubic yards in project 22,000

Cubic yards produced to date 21,244

Average daily yardage produced this week 199

Average daily yardage necessary to complete on time 126

Contractor's average force for week 12 men,

xxxxx teams, 4 trucks

Project will be completed about Dec. 31st. 1932

Number of men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 10 P V ..... Percentage 25
2. ..... 10 P V ..... Percentage 25
3. ..... 10 P X ..... Percentage 35
4. ..... 10 V A ..... Percentage 15

PR #142-C

November 3, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

We now have information on which to base a reply to your letter of August 30th, in regard to the change in alignment on Federal Aid Project No. 142-C, which was occasioned by the large slide which occurred near the east end of that project.

This slide affected both Federal Aid Project No. 142-C and 142-E, extending from Station 281 on Project No. 142-C to Station 291 on Project No. 142-E. The section of highway concerned has been reconstructed to the alignment shown on the enclosed blueprint, the cost of the reconstruction having been approximately $2,000.00. To reconstruct the line on its original location would require an additional expenditure of approximately $12,000, and it does not appear to us that such an additional expenditure would be justified at this time. It is our thought that at some future time we may need material in that vicinity to replace embankments taken out by slides, or to widen the existing roadway, and that, at such time, materials for that purpose can be obtained from this location and the roadbed thus eventually restored to its original alignment without material additional cost.

The grade of the reconstructed line is the same as the grade of the original line.

If any further action in connection with this matter is desired, please advise.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

SHP:ER
Encl.

S. H. Prebert,
Office Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 20, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you kindly advise us as to the course you intend to follow in the construction of Oregon F.A.P. 142-C with regard to the slide near the west end of the project. We understand that comparative estimates have been made up for both removing the slide material back to the original alignment and a modification which would not require the removal of all of the yardage.

Very truly yours,

Scottsburg - Burnhard Ck.

W. H. LYNCH
District Engineer.

August 24, 1932

Mr. E. A. Collier,
Highway Division Engineer,
Roseburg, Oregon.

Dear Sir:

We are inclosing herewith a letter from the Bureau of Public Roads relative to the slide which has occurred on the Scottsburg-Durchard Creek Section of the Umpqua Highway.

Please advise us fully in regard to this situation so that we will be able to make a suitable reply to the Bureau's letter. If any changes in grade or alignment are contemplated, your letter should be accompanied by maps and profiles showing the proposed changes.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:HK
Inc.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

September 6, 1932

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: J. N. Probert

Dear Sir:

Following up my letter of August 30th, in answer to yours of the 24th, concerning a slide near Burchard Creek on the Umpqua Highway, I am enclosing herewith notes of the line at this location. You will note there is nearly 300 feet of tangent distance between the reversing curves.

Very truly yours

E. A. Collier

E. A. COLLIER
Division Engineer

encl
EAC:VR

RECEIVED
SEP 7 - 1932
OREGON
STATE HIGHWAY COMMISSION

4884 500 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

August 30, 1932

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: C. H. Probert

Dear Sir:

I have your letter of August 24th, together with a copy of a letter written by C. H. Lynch August 20th, asking about a slide near the west end of Federal Aid Project 142-C.

No slide has occurred near the west end of this project, and I presume they refer to the slide at the east end just east of Burchard Creek. A considerable slide occurred during the winter at Stations 285 - 287, and a revision is shown on the regrading profile of the Scottsburg-Paradise Creek Section dated June 1932. Since that time the revision shown has been bettered by using 4° curves instead of two 6° and one 4° curves and by using 200-foot tangent distance between curves. I do not have this latter revision before me, but this is my memory of it, and I am writing to Glenn Roberts for the alignment notes. Our cross-sections showed that it would required 14,000 yards of excavation to remove the slide and re-slope the banks, and that on the revised line the quantities would be reduced to approximately 2,000 yards. If at some time in the future a considerable yardage was required to widen fills or replace a slide, we could obtain the yardage at this point and, should it become worthwhile in the future to straighten out these slight reverse curves, this also could be done; the grade was not changed. This slide is at a summit in the grade line, and there originally was an angle there of some 1°43'.

Very truly yours

E. A. Collier

E. A. COLLIER
Division Engineer

EAC VR

..... LINE DATE ..... PARTY .....

PROJECT .....

Form 58-A—2080—10M—12-31

142-C

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

HWAY COMMISSION

M

1932

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
NOV 1 - 1932
OREGON
STATE HIGHWAY COMMISSION
NOTED
State Highway Engineer

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gravel in place to permit safe traffic over the entire section. We may be put to some small expense for additional time for rock-checkers. The same resident engineer is handling other work, so that the added additional engineering expense will be quite small.

Under the circumstances, I wish to recommend that the contractor's request for 30 days extension be granted without penalty. It is of interest to note that his daily yardage averages about 160 yards and has never, for a single week, exceeded 200 yards per day, which is quite small for a screened gravel job.

Very truly yours

R. A. COLLIER
Division Engineer

cc H. H. Baldock

RAC:VH

STENCIL NO. 124

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142-C

COMMISSION

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
NOV 1 1932
OREGON
STATE HIGHWAY COMMISSION
NOTED
State Highway Engineer

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engineering expense will be quite small.

Under the circumstances, I wish to recommend that the contractor's request for 30 days extension be granted without penalty. It is of interest to note that his daily yardage averages about 160 yards and has never, for a single week, exceeded 200 yards per day, which is quite small for a screened gravel job.

Very truly yours

E. A. COLLIER
Division Engineer

cc R. H. Baldock

EAC:VR

STENCIL NO. 124

LINE DATE ..... PARTY Ford

PROJECT Burchard Slide — Scottsburg - Paradise Creek — O'Neil

Form 58-A—2086—10M—12-31

					N 86°02'E
290+61.7	Ahead			4° R	
290+82.6	P.T.	1°16'		Δ 2°32'	
+75		1°06'		T 31.7	
+50		1°26'		L 63.3	
290+19.3	P.C.	0°00'			
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286+97.6	P.T.	3°32'		4° L	
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286		1°30'		T 86.6	
+75		0°45'		L 172.9	
+50		0°30'			
285+24.7	P.C.	0°30'			
		(P.I.-P.I. = 411.4)			58°35'E
282+33.3	P.T.	1°20'		4° R	
+25		1°10'		Δ 2°40'	
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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142-C

TI E

AY COMMISSION

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
NOV 1 - 1932
OREGON STATE HIGHWAY COMMISSION
NOTED
State Highway Engineer

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ver the entire section. We may be
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put to some small expense for additional time for rock-checkers. The same
resident engineer is handling other work, so that the added additional
engineering expense will be quite small.

Under the circumstances, I wish to recommend that the contractor's request for 30 days extension be granted without penalty. It is of interest to note that his daily yardage averages about 160 yards and has never, for a single week, exceeded 200 yards per day, which is quite small for a screened gravel job.

Very truly yours

R. A. COLLIER
Division Engineer

cc R. H. Baldock

RAC:VR

STENCIL NO. 124

FORM S-A-1 5488 5000 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

TA UP TU

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142-C

OREGON STATE HIGHWAY COMMISSION

SALEM

October 31, 1932

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
NOV 1 - 1932
OREGON
STATE HIGHWAY COMMISSION
NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. B. Glaisyer, Secretary

Dear Sir:

Your letter of October 29th received, together with a copy of a request from the Portland Sand and Gravel Co. for an extension of time for 30 days to complete their contract for surfacing Paradise Creek-Scottsburg Section of Umpqua Highway, Douglas County, Contract No. 1369.

The completion date of this contract was October 31, 1932. The contractor has exhaused the Burchard Bar located near the center of the job. He had a large amount of plant trouble, which reduced his output; the necessity of moving has also delayed him, but, of course, we anticipated that it would be necessary to get gravel from either two or three bars. At present he has moved his plant to the Scottsburg Bar and has arranged with Clyde Catching to set-up on the Sawyer Bar, which is about 2 miles west of the east end of the job. With these two plants in operation, he should be able to complete the job in from 30 to 60 days.

The contract was awarded June 23, 1932. The contractor started work on Tuesday, July 5th, excavating with a small shovel. The same week he brought in machinery for gravel plant and unloaded it along side of the road, because we had told him not to go onto the Burchard Bar. On Thursday, July 21st, the contractor was advised that we had secured the right to enter the Burchard Bar. The contractor, I believe, can claim 16 days delay caused by the State. The State has not been put to any particular inconvenience on account of the contractor not finishing the job on October 31st, as there is sufficient gravel in place to permit safe traffic over the entire section. We may be put to some small expense for additional time for rock-checkers. The same resident engineer is handling other work, so that the added additional engineering expense will be quite small.

Under the circumstances, I wish to recommend that the contractor's request for an extension be granted without penalty. It is of interest to note that his daily yardage averages about 160 yards and has never, for a single week, exceeded 200 yards per day, which is quite small for a screened gravel job.

Very truly yours

E. A. COLLIER
Division Engineer

cc R. H. Baldock

EAC:VR

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. 142-C

RECEIVED
OCT 12 1932
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREG.

Oct. 10, 1932

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Hyp 7501

Oregon Federal Aid Project No. 142, Section C.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 4, 1930, by the Oregon State Highway Commission, and on August 28, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 142, Section C; and

WHEREAS, the plans and specifications previously approved for said Section C provided for the construction of 4.406 miles of graded road, and one bridge of more than 20 ft. clear span 0.023 of a mile in length, in Douglas County, for which the estimate approved was $128,657.10, and $80,063.31 Federal funds were set aside to the credit of said Section C; and

WHEREAS, the construction of said Section C in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $138,065.00, and voucher in the sum of $79,582.28 has been passed for payment as the share of the Federal Government on said Section C; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section C and a revision of the plans, specifications and estimate approved therefor to provide for the construction of gravel surfacing 18 ft. wide and 6½ inches thick over its

entire length, at an estimated cost of $6,325.33; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from the previous actual cost of $138,065.00 to $144,390.33, and that the Federal funds approved and set aside to the credit of said Section C be increased from the previous actual payment of $79,582.28 to $83,518.53:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of eighty-three thousand, five hundred eighteen and 53/100 dollars ($83,518.53) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (a) to read:

> "(a) By the State, for the additional work involved in the reopening of said project, from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraphs (b) and (c) of Article III shall read, respectively:

> "(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered

by this agreement are, respectively, as follows: Roadway, approved estimate $129,592.82, Federal Aid $74,310.04; one bridge, actual cost $14,797.51, Federal Aid paid $9,308.49."

"(c) The Highway Department hereby agrees that within one year after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project, additional surfacing of a dustless and durable type adequate to meet present and future traffic needs and conditions thereon."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of eighty-three thousand, five hundred eighteen and 53/100 dollars ($83,518.53), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-four thousand, three hundred ninety and 33/100 dollars ($144,390.33), the approved total estimated cost of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

" The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 118.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 19th day of August, 1938, and the Secretary of Agriculture on the 28th day of September, 1938.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission.

_____
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. 142, Section C.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 142-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 144,320.33 in lieu of the previous actual payment of $79,582.28, as the total estimated cost of said project, and the sum of $ 83,518.53 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 28th day of September one thousand nine hundred and Thirty-two

C. W. Warburton
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: 1932 8—4829

RECEIVED
SEP 21 1932
OREGON STATE HIGHWAY COMMISSION

1132C

September 20, 1932.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

My dear Sir: IN RE: Oregon State Highway Contract No. 1369 - Paradise Creek - Scottsburg Section of the Umpqua Highway:

When the Portland Sand and Gravel Company entered into the aforesaid contract it believed there was enough gravel on the Burchard Bar to complete the work thereunder. It now finds that such is not the case. The company has not been and is not now much concerned about the technical aspects of the clause in the contract relating to the gravel to be taken from the Burchard Bar, but feels it was led to believe that there was a sufficiency of gravel. We believe your office appreciates that the cost of going to other bars at the present time would be so prohibitive, considering the added possibility of high water, that it was not within the contemplation of the parties to the contract when it was entered into that such a course would be necessary. Upon that assumption the Portland Sand and Gravel Company solicits the cooperation of your office and the Oregon State Highway Commission in preventing any monetary loss or the incurring of any penalty as the result of the aforesaid deficiency.

Some member of the firm of the Portland Sand and Gravel Company will be in Salem within the next few days for any suggestions which you may care to make.

Thanking you in advance for your courtesy in the matter, we are,

Yours very truly,

PORTLAND SAND AND GRAVEL COMPANY

BY L. E. Lancaster

142-C

September 19, 1932.

Portland Sand & Gravel Co.,
Route No. 1, Box 185,
Portland, Oregon.

Gentlemen:

Confirming our telephone conversation of this morning relative to the Scottsburg-Paradise Creek Project, this will advise that the fact that the pit which you are using does not contain sufficient gravel of acceptable quality to complete the job, does not relieve you of your obligation to carry the work to completion.

The contract contains no provision guaranteeing the quantity of gravel obtainable from the Burchard Bar or any other source. It does not even require that any of the gravel be obtained from the Burchard Bar or any other particular bar. The selection of the source of materials is left entirely to the contractor, and, if you have selected a bar which does not contain sufficient gravel to do the work which you have contracted to do, or if, when you bid, you failed to anticipate that you would have to use more than one source, that is a situation for which the State is in no way responsible.

The contract provides that the State will make available to the contractor the right to take gravel from the Burchard Bar. This, the State has done. The contract, also, provides that if gravel is obtained from any other source, the State will allow the contractor three cents per cubic yard to apply on the royalty cost. This the State will do on whatever gravel it may be necessary to obtain from other sources. The contract stipulates no other obligation on the part of the State in connection with the securing of the materials. On the other hand, the contract does specifically stipulate that the contractor will furnish the necessary materials and carry the work to completion.

In view of the above mentioned conditions, we have no alternative but to insist that the work be carried to completion, and to refuse participation by the State in whatever expense may be involved in making another plant set-up.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer.

cc E. A. Gallier
cc H. G. Smith

142-C

PRH

September 8, 1932.

Mr. E. A. Collier,
Highway Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to previous correspondence relative to the changing of the specifications for the surfacing of the Scottsburg-Paradise Creek Section to permit the use of material up to two inches in maximum size in the base course of the surfacing.

We have had this matter up with the Bureau of Public Roads on several different occasions, but have been unable to obtain a decision until today. Mr. Davis now advises that the use of material up to two inches in size in the base course will be acceptable to the Bureau.

As Mr. Baldock has already approved of the change, you are now authorized to make arrangements with the contractor for the use of this larger size material.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EH

500 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

September 6, 1932

RECEIVED
SEP 8 - 1932
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. Probert

Dear Sir:

Some time ago I wrote in recommending that the maximum size for gravel on the Scottsburg-Paradise Contract be increased from 1½" to 2" for the base course. Has the Bureau objected to this change?

On September 2nd the contractor had placed 3016 yards on the road and approximately 2420 yards of oversize in the stock pile. It is desirable to make the change to the 2" size immediately, or, forget about it. I would not care to use the 2" size for the last course, which is top.

Very truly yours

E. A. COLLIER
Division Engineer

EAC:VR

6000 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

AUGUST 15, 1932

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 16 1932
OREGON
STATE HIGHWAY ENGINEER

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. Smith

Dear Sir:

Attached hereto you will find a copy of a letter from the Portland Sand and Gravel Co. They ask permission to use a larger screen for the production of screened gravel on their Scottsburg-Paradise job than that provided for in the contract. The contracteoprovides that all of the screened gravel for the base and top shall pass a screen having 1½" circular openings. The base course shall be placed over the entire length of the project before the top course is placed. Approximately one-half of the material will be used in the base course. I recommend that they be permitted to use a 2" screen for the production of the base material only. In order to expedite matters ask that, if this meets with your approval, that you write direct to Glenn Roberts at Elkton or wire him, sending copy to this office.

Screen analysis of Umpqua gravel from this bar and others in this vicinity indicate that 25% would be retained on 1½" screen. Apparently, the samples submitted to the laboratory were not representative samples. I expect the boys threw out the biggest gravel because the proportion of the material over 1½" seems to run much heavier than the laboratory tests.

Very truly yours

E. V. Collier

E. A. COLLIER
Division Engineer

RECEIVED
AUG 17 1932
CONSTRUCTION ENGINEER

REFERRED TO

By State Highway Engineer

encl
cc R. H. Baldock
EAC:VR

Scottsburg, Ore.
Aug. 11, 1932

Mr. Cellier
Division Engineer
Roseburg, Oregon

RECEIVED
AUG 16 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

As the gravel on the Barchard Bar is running about sixty per cent over-sized, and there seems to be quite a bit of gravel between the size of one and one half inch and two and one half inch, I believe it would balance better in the proportions that the State's engineer would figure that the bar would run, if we used the larger screen, two or two and one half inch.

We would be willing to put in either a two or two and one half inch, if you wish to make the change.

Yours very truly,

PORTLAND SAND & GRAVEL CO.

BY O. G. McIntyre (signed)

COPY

14.2 C

July 26, 1932

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Herewith report of H. G. Smith on the claim of the contracting firm of Harmon & Tittle, presented by L. P. Harmon.

Please be advised that this project was gone into very carefully by E. A. Collier and the contractors agreed to accept their final estimate, which they have done. It would appear to me very poor policy to open up the project again, inasmuch as it would set up a precedent wherein we would never be able to complete our settlements.

Mr. Smith carefully examined the matter and while he reports that there are several mooted features which might be interpreted one way or the other, the total claims would not exceed around $500 or $600, whereas they are endeavoring to set up a claim to the amount of $5,000 to meet an attachment on their equipment.

Please give me your opinion as to whether this matter can be opened up or not so that I will be in a position to advise Mr. Harmon.

Very truly yours

State Highway Engineer

RMB:HI

July 18, 1938.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement, covering the Scottsburg-Barnhard Creek Section, Project No. 142-C.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department. Project No. 142-C (Rec.)

SUTHERLIN-ROSEBURG CREEK SECTION
OF THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, July 16, 1932.

STATEMENT OF COMPLETED WORK

Roadway:

Agreement Estimate	$102,806.00
Engineering and Contingencies	8,170.84
Overruns	12,290.65
Total Cost.....	$123,267.49
Cost on which Federal Aid was Computed	$113,086.60
Federal Aid Paid	$ 70,573.79

Bridges:

Agreement Estimate	$ 14,155.00
Engineering and Contingencies	559.23
Overruns	83.28
Total Cost.....	$ 14,797.51
Cost on which Federal Aid was Computed	$ 14,797.51
Federal Aid Paid	$ 9,288.49

Length of Roadway	4.406 miles
Length of Wells Creek Bridge	.028 "
Total Length	4.434 "

Cost per mile, Roadway	$27,977.19
Federal Aid per mile, Roadway	$15,972.26

NEW WORK - ROADWAY

Gravel Surfacing:

All Required		Clearing and Grubbing		$ 80.30
500	cu. yds.	Excavation, Single Classif.	$ 0.22	110.00
800	yd. sta.	Overhaul	0.02	16.00

9,000	cu. yds.	Screened Gravel Surfacing	$0.60	$5,400.00
400	" "	Filler	0.20	80.00
400	yd. mi.	Hauling Filler	0.16	64.00
				$5,790.30
			10% Engr. & Cont.	575.03
			Total.....	$6,325.33

Cost per mile $1,435.61

Federal Aid Allowable on new work,-
$18,669.00 - $15,972.26 = $2,696.74

SUMMARY

Item	Total Cost	Federal Aid Funds		State Funds
New Work	$ 6,325.33	$ 3,936.25	(62.23%)	$ 2,389.08
Old Work	123,267.42	70,373.79		52,893.70
	$129,592.42	$74,310.04		$55,282.78
Bridges:				
Old Work	$ 14,797.91	$ 9,208.49		$ 5,589.82
	$144,390.33	$83,518.53		$60,871.80

State funds for construction: Chap. 175, Laws 1917; Chap. 31 laws 1920.
" " " maintenance: Chap. 41, Laws 1927.

FORM S-A-1 SM 1169 10-31

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

#1169

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

Douglas Co.

PR 142 C

OREGON STATE HIGHWAY COMMISSION

SALEM
November 14, 1931

IN REPLY PLEASE REFER TO FILE NO.

Massachusetts Bonding & Insurance Co.,
Sigmon Fell Insurance Agency,
Eugene, Oregon.

RECEIVED
NOV 18 1931
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:

We have received notice from Twin Oaks Lumber Company of Eugene that they have a claim against Harmon & Tittle, to whom the State Highway Commission awarded the contract for the grading of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County, State Highway Contract No. 1169. The amount of the claim is $8.32 and is for supplies and materials furnished in connection with the above described job.

This information is transmitted to you as you appear as surety on the bond given to the State by the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ We are adbvised by the Twin Oaks Lumber Co.that the above mentioned bill has been paid.
CC Harmon & Tittle
Eugene, Oregon
11/17/31.

Sigman-Fell Insurance Agency,
By W. T. Fell

#1169+#1278

PR142C.

November 14, 1951

Twin Oaks Lumber Co.,
668 High Street,
Eugene, Oregon.

Gentlemen:

We are in receipt of your letter, dated November 13, enclosing claims against Harmon & Tittle for supplies furnished them in connection with the following contracts, which were awarded to them by the State Highway Commission:

State Highway Contract No. 1278, grading Gate Creek-Nimrod Section of the McKenzie Highway in Lane County, amount of claim..... $ 3,044.00

State Highway Contract No. 1169, grading Scotts-burg-Burchard Creek Section of the Umpqua Highway in Douglas County, amount of claim..... $ 8.72

We note that you have a claim of $25.24 for supplies furnished to Harmon & Tittle on the "Bear Creek" job. The only other contract that they have with us is described as: 1.85 miles of grading of the Grand Ronde-Valley Junction of the Salmon River Highway in Polk County. If this is not the job that you have reference to, it is probable that it is one that was let by the U. S. Bureau of Public Roads. In case that it is a federal contract, you should communicate with the Bureau of Public Roads, Postoffice Building, Portland.

In connection with the contracts, described above, Harmon & Tittle were required to furnish the State with bonds for the protection of claims incurred against the project. This bond is offered to you as protection for your claims. It is not possible for us to withhold any monies due contract-ors to pay bills incurred by them, as asked in your letter.

The bond, in connection with Contract No. 1278,

was written by Standard Accident Insurance Co., for whom A. D. Trunkey is local agent, with offices in the Spaulding Building, Portland. The bond in connection with Contract No. 1169 was written by Massachusetts Bonding & Insurance Company for whom the Sigmon Fall Insurance Agency are representatives, with offices at Eugene, Oregon. In the event that you have a claim against the Grand Ronde-Valley Junction job (Contract No. 1279), we wish to inform you that the bond in connection therewith was written by Standard Accident Insurance Co., for whom A. D. Trunkey is local agent, Spaulding Building, Portland.

We would suggest that you take the matters up with the bonding companies. If you do not secure satisfaction by so doing, you still have recourse to action in the courts and should file notice of your claims with the Secretary of State, in accordance with the provisionsof Chapter 280 of the laws of 1931, a mimeographed copy of which we enclose.

In accordance with our usual practice, we are notifying the bonding companies regarding your claims.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

November 14, 1931

Massachusetts Bonding & Insurance Co.,
Sigmon Fell Insurance Agency,
Eugene, Oregon.

Gentlemen:

We have received notice from Twin Oaks Lumber Company of Eugene that they have a claim against Harmon & Tittle, to whom the State Highway Commission awarded the contract for the grading of the Scottsburg-Burnhard Creek Section of the Umpqua Highway in Douglas County, State Highway Contract No. 1169. The amount of the claim is $8.32 and is for supplies and materials furnished in connection with the above described job.

This information is transmitted to you as you appear as surety on the bond given to the State by the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

CC Harmon & Tittle
Eugene, Oregon

ROGERS, President — L. C. SCHARPF, Secretary

Twin Oaks Lumber Co.

BUILDING MATERIAL STORES

669 High Street - Phone 782

Eugene, Oregon

Lumber
Shingles
Veneers
Roofing

Explosives
Wallboards
Paints and Oils
Masons' Supplies

November 13 1931

Oregon State Highway Commission Salem Ore;

Gentlemen;

We hand you herewith our statement against Harmon & Tittle for materials furnished them on the McKenzie River job- $3044.00, the Scottsburg job- $8.32 and the Bear Creek job-$25.24 all totalling $3077.56. Kindly see that these items are paid from funds due Harmon & Tittle as soon as possible and oblige. Kindly acknowledge receipt of this letter.

On December 15 interest will be charged on any unpaid balance.

RECEIVED
NOV 13 1931
STATE HIGHWAY
OREGON

Yours Truly

Twin Oaks Lumber Co

John Rogers Pres.

STATEMENT

L. C. SCHARPF
SECRETARY

Hamm v Little

EUGENE, OREGON. November 13 1931

IN ACCOUNT WITH

TWIN OAKS LUMBER COMPANY

PHONE 782 EUGENE, OREGON 869 HIGH STREET

COMPLETE LINE OF BUILDING MATERIAL

PAINTS AND EXPLOSIVES

TERMS: Net. Accounts due and payable on the first of the month following purchase. Interest charged on past due accounts.

SOHS-SHAPMAN CO., EUGENE, ORE. 69716

Pages 1-5 Incl	McKenzie River Job	Bal due	3044	00	
" 6	Scottsburg "	" "	8	32	
" 7	Bear Creek "	" "	25	24	
	Total Balance Due				$3077	56

Interest will be charged on any unpaid balance December 15th 1931.

Harmon & Tittle

EUGENE, OREGON. Apr. 7 193 1

McKenzie River Job

IN ACCOUNT WITH

TWIN OAKS LUMBER COMPANY

PHONE 782 EUGENE, OREGON 869 HIGH STREET

COMPLETE LINE OF BUILDING MATERIAL

PAINTS AND EXPLOSIVES

TERMS: Net. Accounts due and payable on the first of the month following purchase. Interest charged on past due accounts.

KOKE-CHAPMAN CO., EUGENE, ORE. 66718

Apr. 22. 31	#392						
	40 Cases	2000#	Giant 40% NG.		14 58	291	60
	3000'	Bear Fuse	@ 8.20	24.60			
	1000'	6x	Caps	16.05			
	250'	8'	Elec. Bl. Caps	9.55	23.88		
	250	16'	" " "	12.95	32.38		
	2	1#	Spool Cn. Wire	.75	1.50		
	500'	Lng	Lead Wire	01	5.00		
					103.41		
			Less 15%		15.31	87	90
Apr. 28. 31	#4172						
	3000 ft	Fuse	@ 7.80	23.40	Less 15%	19	89
May 1. 31	#4368						
	20 Cases	#70	Giant Free Flowing Powder			133	30
May 15. 31	#5122						
	1X3-36		Oak Fly for Rods	@ 80		2	88
	1X12-4		#3 Clr				26
May 16. 31	#5183	1	1¼X12-10	#4 Clr For Truck			50
22	#6042	17	"X12-7				
		6	" -6	194 #4 Clr 4		7	76
May 20.	#6152.						
	100 Cses	(5000#)	Giant #70 Free Flowing	15.33		766	50
	8 "	400#	" 60% NG.	16.98		67	92
	12 "	600#	" " Extra	15.33		91	98
May 26.	#5464	8'	1¼X12-7	#4 Clr			
		12'	-3	" "		4	60
June 6.	#5929.	60 Cases	3000#	Giant #70 Free Flowing Pow	14.33	429	90
		20 "	1000#	" 60% NG.	17.08	170	80

EUGENE, OREGON, _____ 193__

2

IN ACCOUNT WITH

TWIN OAKS LUMBER COMPANY

PHONE 782 — EUGENE, OREGON — 669 HIGH STREET

COMPLETE LINE OF BUILDING MATERIAL

PAINTS AND EXPLOSIVES

TERMS: Net. Accounts due and payable on the first of the month following purchase. Interest charged on past due accounts.

SOKE-CHAPMAN CO., EUGENE, ORE. 66718

June. 18. 31	#6620						
	7 cases 60% Dyn. 350#	@16.83	58	91		
	20 " Spcl slg Powd.	11.08	110	80		
	1000 6X caps	13.64	13	64		
	1000' Dreadnaught fuse		6	63	189	98
July. 3. 31	#7190					
	1/2 Ton #40 Free Flaming Powder	13.08	130	80		
	24 Fire Brick	.10 ea	2	40		
	10# " Clay	3 ea		30	133	50
	#7165					
	100 6X caps		1	60		
	2 Rolls Fuse		1	56	3	16
July. 6. 31	#7237					
	1/2 Ton Spec. Stump. Powd	11.08	110	80		
	4 Spools Con. Fuse	60	2	40	113	20
July. 16. 31	#7695					
	20 cases - 1000# - #70 Free Flaming	14.08	140	80		
	10 " 500# 60% N.G.	16.83	84	15		
	10 " 500# 40% Gel.	13.33	66	65	291	60
July 20 31	#7806					
	1 Galvanometer		15	00	15	00
July 22 31	#7957					
	9 Boxes 40% Gel.	13.33	59	99		
	20 #70 Bag Powder	14.08	140	80		
	20 Giant Spcl Stump	11.08	110	80		

3.

IN ACCOUNT WITH

TWIN OAKS LUMBER COMPANY

PHONE 782 — EUGENE, OREGON — 669 HIGH STREET

COMPLETE LINE OF BUILDING MATERIAL

PAINTS AND EXPLOSIVES

TERMS: Net. Accounts due and payable on the first of the month following purchase. Interest charged on past due accounts.

SORS-CHAPMAN CO., EUGENE, ORE. 64710

	#7959 cont							
	50	20'	Explodeus	14.65	7.32			
	100	8'	"	9.55	9.55			
	200	12'	"	11.25	22.50			
					39 38			
			Less 15%			33	47	
	12	Fire Brick			@ 8*		96	
	8 lbs	" Clay			2/-		20	346 22
July. 31. 31	#8322							
	1 Ton	40 cans	#70	Bag Powder	14.33	286	60	
	1/2 "	20 "	#40	" "	13.33	133	33	
	" "	" "	#40%	Spec. Gel	13.58	135	80	
	" "	" "		Spec. Stump	11.33	113	30	
	6	Spools Cm.	Wire		60	3	60	
	100	12'	Explodeus		11.25			
	100	16'	"		12.95			
	500	6X	Caps		8.03			
					3 2 2 3 4 83			
			Less 15%			27	40	700 00
Aug 3 31	# 8484							
	1000'	Dreadnought	Fuse	@ 7.80	Less 15%	6	63	6 63
" 21	# 9451							
	1 Bdl	Shgls					75	75
Sept 15 31	#10737							
	8 Cses	#40	Bag Powder		13.33	53	32	
	22 "	#70	" "		14.33	157	63	
	10 "	60%	N.G.		17.08	85	40	296 35

IN ACCOUNT WITH

TWIN OAKS LUMBER COMPANY

PHONE 782 — EUGENE, OREGON — 669 HIGH STREET

COMPLETE LINE OF BUILDING MATERIAL

PAINTS AND EXPLOSIVES

TERMS: Net. Accounts due and payable on the first of the month following purchase. Interest charged on past due accounts.

BOISE-CHAPMAN CO. EUGENE, ORE. 60310

Sept 18. 31	#10914						
	2 Rolls Paramount Rfg	1.45		2	90	2	90
" 25. 31	#11281						
	20 Cses #70 Fire Flowing Prmd	14.08		140	80		
	15 " 40% Aper. Gel.	13.33		99	98		
	5 " " Dlmfg	11.08		27	70		
	100 16' Explorers	11.25					
	100 12' "	12.95					
		24.20					
	Less 15%	3.63		20	57	289	05
Sept 28. 31	#11410						
	6 Cses spec. Dlmfg 300# @ 11.08			33	24	33	24
" 28 "	#11398						
	Interest - April Bal 407.11 153 days @ 8%			13	93		
	May Mdse 1054.79 122 " "			28	61		
	June " 740.68 92 " "			15	13	57	67
Oct. 15	#12175						
	Interest - July Purchases to 15th 275.10 @ 8%			5	55		
	Bal Prin to July 1. 15 days "			7	82	13	37
	Pmt						
Nov. 9. 31	Interest on Purchases July 15 to Aug 15 "			9	00	9	00
	Total Debits				$	4577	41
							1

5

IN ACCOUNT WITH

TWIN OAKS LUMBER COMPANY

PHONE 782 — EUGENE, OREGON — 669 HIGH STREET

COMPLETE LINE OF BUILDING MATERIAL

PAINTS AND EXPLOSIVES

TERMS: Net. Accounts due and payable on the first of the month following purchase.
Interest charged on past due accounts.

	Total Debits			4577	41
	Credits.				
May. 1. '31	#4333				
	3000 ft Bear Brand Jose 6.97	20.91	20	91	
June 6 '31	#5930				
	exchange on 5000# #70 free flowing				
	@ 15.33	766.50			
	shmd to ~~5000~~ @ 14.33	716.50	50	00	
Nov. 2 '31	#12817 Ck on acct		1462	50	
	Total Credits		1533	41	1533 41
	Bal Due McKenzie Job			$	3044 00

6.

IN ACCOUNT WITH

TWIN OAKS LUMBER COMPANY

PHONE 782 EUGENE, OREGON 669 HIGH STREET

COMPLETE LINE OF BUILDING MATERIAL

PAINTS AND EXPLOSIVES

TERMS: Net. Accounts due and payable on the first of the month following purchase. Interest charged on past due accounts.

ROSS-CHAPMAN CO., EUGENE, ORE. 24710

Scottsburg Job

Apr. 25. 31	#4029				
	1 Case	40% Extra	13.08	6 54	
	50 Caps			1 00	
	100' Fuse			78	
					$8 32

Harmon & Little

EUGENE, OREGON. Nov. 12 1931

Bear Creek Job

IN ACCOUNT WITH (7)

TWIN OAKS LUMBER COMPANY

PHONE 782 EUGENE, OREGON 669 HIGH STREET

COMPLETE LINE OF BUILDING MATERIAL

PAINTS AND EXPLOSIVES

TERMS: Net. Accounts due and payable on the first of the month following purchase. Interest charged on past due accounts.

SONG-CHAPMAN CO., EUGENE, ORE. 29219

July 8 1931	Ticket # 7341			
	2 Rolls Paramount Roofg	@ 1.45	2 90	
	12 2X12-14 #2 : 336'	@ 13.00	4 37	
	500 lf 2½" Batts	@ 1½	7 50	
	3 bbls cement	@ 3.49	10 47	
	Total Debts Bear Creek Jct			#25 24

pp142e.

August 17, 1931

Massachusetts Bonding and Insurance Co.
Alaska Commercial Building
324 Sansome Street
San Francisco, California

Attention: J. R. McKinney, Manager

Gentlemen:

Reply is made to your letter of the 15th instant concerning the contract awarded to Harmon & Tittle for the construction of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County, state highway contract #1169.

Our records show that this contract was completed and accepted by the Highway Commission on April 28, 1931 and that final payment has been made to the contractor. Our records also show the following unpaid claims:

J. Paul W[illegible]sela, claim for damages to his property. Amount of claim not stated.

Claim of City Meat Market of Drain in the sum of $141.65 for meat supplies furnished to subcontractor, Ed Hannan.

As to whether there are any other unpaid claims against this contract we are not advised.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:PW

This contract was completed April 28, 1931 and final payment has been made.

Harmon & Tittle, Contract No. 1169 - Scottsburg-Curchurd Creek Section

Claims

5- 3- 31 J. Paul Wessels advises of claim fir damages to property- amount of claim not stated.

5- 29-31 Claim City Meat Market (Paul Bendele) amount $141.65 for meat furnished to Ed. Hannan, sub.

6@ 6- 31 Surety advises that above claim was in dispute regarding shortage of weight of meat furnished.

Oregon State Highway Commission
Captol Buildign
Salem, Oregon

Gentlemen: Atten: Mr. H.B. Glaisyer, Secretary

Under date of June 25th you notified us that State Highway Contract No. 1169 for the construction of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County, had been completed by the contractors, Harmon & Tittle, final settlement to be made by the State shortly.

You also intimated at that time the contractors had been rather negligent in discharging their obligations for labor and material, inasmuch as there were reputedly several claims pending at that time.

In order that we may definitely dispose of this matter, we would appreciate it if you would let us know if the situation in this respect is now modified. Have the old claims been settled and are there any new ones being pressed, or has the contractor made full settlement, to the best of your knowledge?

Your advices in this regard will be of considerable assistance to us. Thank you for a prompt reply.

Yours very truly,

GWA MANAGER

RECEIVED AUG 17 1931

ANSWERED H. B. G.

T. J. FALVEY, President

MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON, MASSACHUSETTS

FIDELITY AND SURETY BONDS AND CASUALTY INSURANCE

PACIFIC COAST DEPARTMENT
J. R. McKINNEY, MANAGER
GROUND FLOOR, ALASKA COMMERCIAL BUILDING
324 SANSOME STREET
TELEPHONE: KEARNY 7100

SAN FRANCISCO, CALIFORNIA

August 15th, 1931.

Oregon State Highway Commission
Captol Buildign
Salem, Oregon

Gentlemen: Atten: Mr. H.B. Glaisyer, Secretary

Under date of June 25th you notified us that State Highway Contract No. 1169 for the construction of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County, had been completed by the contractors, Harmon & Tittle, final settlement to be made by the State shortly.

You also intimated at that time the contractors had been rather negligent in discharging their obligations for labor and material, inasmuch as there were reputedly several claims pending at that time.

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Your advices in this regard will be of considerable assistance to us. Thank you for a prompt reply.

Yours very truly,

GWA MANAGER

RECEIVED AUG 1 7 1931

ANSWERED H. B. G.

FORM S-A-1 F-81588 4000 4-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

#1169

R142C

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM
June 3, 1931

IN REPLY PLEASE
REFER TO FILE NO.

Massachusetts Bonding & Ins. Co.,
% Sigmon Fell Insurance Agency,
Eugene, Oregon.

Gentlemen:

We have today received information from the City Meat Market of Drain, Oregon, to the effect that Harmon & Tittle are indebted to them in the sum of $141.65, for supplies furnished them in connection with their contract for the grading of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County.

We give you this information since you appear as surety on the bond of Harmon & Tittle in connection with this work.

RECEIVED
JUN 5 1931
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

STATE HIGHWAY COMMISSION

By H B Glaisyer
Secretary

HBG:AJ

CC Harmon & Tittle,
Eugene, Ore.

This is a disputed account; Harmon & Tittle picked this party up to the extent of something over 200lbs short weight and as soon as corrected statement is forthcoming the bill will be paid.

Very truly yours,
Sigman-Fell Ins. Agcy.
W. T. Fell

FORM S-A-1 P-21888 4000 4-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

#1169

ROY A. KLEIN
STATE HIGHWAY ENGINEER

Pf, 42c.

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 22, 1931

IN REPLY PLEASE REFER TO FILE NO.

Sigmon Fell Insurance Agency
Eugene, Oregon

RECEIVED
MAY 25 1931

Gentlemen:

Attached hereto is a copy of a letter that we have today received from Mr. B. C. Miller of Scottsburg in which he advises us of his claim against Harmon & Tittle for labor performed in the sum of $83.70 in connection with the contract awarded Harmon & Tittle for the grading of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by the contractor in this instance. We trust you you will give this matter the attention it merits.

Very truly yours

STATE HIGHWAY COMMISSION

By H B Glaisyer
Secretary

HBG:W
Inc.

cc Harmon & Tittle
1566 Willamette Street
Eugene, Oregon

When Harmon Tittle moved equipment off of this job they left some cleaning up for this man to do + this letter was the first notice they had received stating what they owed him — check in full was sent Mr. Miller on May 24th

Sigmon Fell Insurance Agency.
W. L. Fell

5/26/31

COPY

Scottsburg, Oregon

May 21st, 1931

State Highway Commission
Salem, Oregon

Dear Sirs:

I have a labor bill of $83.70 against Harmon & Tittle of Eugene which I haven't been able to collect. Part of this bill is for March and part for April. Can you do any thing about this as I sure kneed the money. I hope to here from you .

B. C. Miller

Scottsburg, Oregon

#1169

PR142C

May 22, 1931

Siguen Fall Insurance Agency
Eugene, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from Mr. D. C. Miller of Scottsburg in which he advises us of his claim against Harman & Tittle for labor performed in the sum of $83.70 in connection with the contract awarded Harman & Tittle for the grading of the Scottsburg-Barnhard Creek Section of the Umpqua Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by the contractor in this instance. We trust you you will give this matter the attention it merits.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HHG:W
Inc.

cc Harman & Tittle
1566 Willamette Street
Eugene, Oregon

May 22, 1931

Mr. B. C. Miller
Scottsburg, Oregon

Dear Sir:

Acknowledgement is made of the receipt of your letter of the 21st instant advising us of your claim in the sum of $83.70 against Harmon & Tittle for services rendered them in connection with the contract awarded them by the Highway Commission for the construction of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County, state highway contract #1169.

In connection with this project the contractor was requested to furnish the state with a surety bond for the protection of labor and materials claims and all just debts, dues and demands incurred against the project. This bond was written by the Massachusetts Bonding and Insurance Company, Sigmon Fell Insurance Agency Inc. local agents at Eugene, Oregon. I would suggest that you take the matter up with the agent of the bonding company. It may be possible for you to secure satisfactory settlement be so doing. If you do not secure satisfaction by doing this, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we inclose for your further information.

In accordance with our usual practice we are today calling this matter to the attention of the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HBC:W

#1169

Eddyville, Ore.

May [illegible] 1931

Eddyville Highway Committee

Salem, Oregon

Dear Sirs:

I have a letter dated [illegible] signed Harmon on Little of Eugene [illegible] Material Man [illegible] cost of this bill to [illegible] and [illegible] the appeal. Can you or any Highway Official [illegible] have heard the Merry [illegible] how [illegible] Yours

Eddyville
Lincoln
Oregon

RECEIVED
MAY 22 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

#1169
13PP

May 15, 1951

PR 142e.

Mr. Arthur A. Bennett, Secretary,
Reedsport Machine & Boiler Works,
Reedsport, Oregon.

Dear Sir:

Replying to your letter of the 12th inst., concerning final payment to Harmon & Tittle for the construction of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County, we wish to state that we have not made final payment for this work.

Concerning the withholding of funds to pay outstanding claims, wish to say that that is contrary to the policy of the State Highway Commission. We have no way of determining the legitimacy of claims and, in addition, the contractor is always required to furnish a bond for the protection of claims which he insure against the project. Harmon & Tittle furnished the State with a surety bond written by the Massachusetts Bonding & Insurance Company for the protection of labor and material claims and all just debts, dues and demands incurred against the project.

If you do not secure satisfaction from Harmon & Tittle, we suggest that you take the matter up with the bonding company, whose agent is the Sigmon Fell Insurance Agency, Eugene, Oregon. If you do not secure satisfaction by so doing, then you still have recourse to action in the Courts and should file notice of the claim with the Secretary of State, in accordance with the provisions of Section 2931 of the Oregon Laws for 1920, a mimeographed copy of which we enclose for your further information.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

MBG:AJ

TELEPHONE 441

A. A. BENNETT, SECRETARY

REEDSPORT MACHINE & BOILER WORKS

SAWMILL AND LOGGING EQUIPMENT REPAIRS, MARINE WORK
WELDING AND BOILER WORK

IN CONNECTION WITH
DALLAS MACHINE & LOCOMOTIVE WORKS
DALLAS, OREGON

REEDSPORT, OREGON

May 12th 31.

Oregon State Highway Commission,
Salem, Ore.

Gentlemen,

Will you kindly advise us whether or not Harmon & Tittle, contractors of the Scottsburg-Buchard Creek section of the Umpqua Highway, have received final payment for this work?

If not, will the Commission withhold funds from them & pay the bills? If the Commission will do this, what forms must be observed?

Thanking you,

Sincerely,

Archie A Bennett

Need final warrant

RECEIVED
MAY 14 1931

ANSWERED
H. B. C.

Form 30—F-20126—5M—1-31

PR 142C.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 10th 1931, 193...

Job name Scottsburg - Drain — Week from May 3rd. to 9th.

Mail address Elkton, Oregon.

Highway Umpqua 107D — Telegraph or telephone address Elkton, Oregon.

County Douglas — Job prefix 10 B P — Express and freight address Drain, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Run line revision through the town of Elkton shifting the line 7 feet east or 7 feet off center of the street in town, put in a two degree curve at the north end of town and a 7°.15 ' curve at the south end of town across Elk Creek

Changed the right of way stakes across the Hutchinson place, making it 60' from the west/~~river~~/ property line to station 456 + 50 thence to the river bank to east property line.

RECEIVED
MAY 11 1931
STATE OF OREGON
DIV. OF ENGINEERING

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information)

Signed H. E Roberts.

Title Res. Engr.

Form 39—E-18703—2M—10-30

PR 1426

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

FOR SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project 22

Number of men in party 4

Salary expense this week 84.50

All other expense this week 5.00

Previous total expenditure this survey 2726.53

Total expenditure including this week 2810.03

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 10 T D ..... *Percentage* 29
2. ..... 10 P P ..... *Percentage* 31
3. ..... 10 P T ..... *Percentage* 28
4. ..... 10 P M - 2 ..... *Percentage* 12

Form 39—E-16703—2M—10-30

PR 142 C
NOTED
[illegible] Highway Engineer

OR[illegible]N STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date April 4, 193 1

Job name Scotts - Fairview

Week from [illegible] 28 to April 4

Mail address Scottsburg

Highway Pac. Hy.

Telegraph or telephone address 4

County Douglas Job prefix S. C.

Express and freight address 4

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The road crew has been all week on drainage and trimming up in general. They lowered the 12" pipe at Burchard's house and have worked two days all week taking out the rock from the turnpike section. It is a messy job and requires lots of work to get it to look right.

The heavy rains of this week have not affected the big cut at the bunkers at all. About 2 cu. came down over the culvert. It is witnessed that heavy rains when the ground was saturated, I don't think we will ever have any trouble there.

The rock west of Scottsburg at the slides filled the road just fair and I took all the men from our job and cleaned it out, as the maintenance crew would have been at least 5 hours in opening it in 1½ hrs. holding up the stage 1 hr.

We finished at the removing and have been at Elkton the balance of the time on the final.

(See back of this sheet for instructions and detailed information.)

RECEIVED
1931
OFFICE OF
DIVISION ENGINEER

Signed D. J. Fox

Title Inspector

GRADING CONSTRUCTION

Total miles of grading in project 4.43

Miles completed 4.2

Miles completed except finishing 4.43

Total cubic yards in project 155,000

Cubic yards moved to date 153,000

Miles covered by contractor's forces 4.43

Miles cross-sectioned 4.43

Miles cross-sections completed and checked 4.43

Miles to be remeasured None

Number men in Engineering Party 3

Contractor's average force for week 10 *men,*

— *teams,* — *steam shovels*

Grading work will be completed about May 15 - 1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 10 PP *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1169

PR 142 c

March 25, 1931

Harmon & Tittle,
1566 Willamette St.,
Eugene, Oregon.

Dear Sirs:

Please be advised that your estimate voucher #11 on your contract No. 1169 - Scottsburg-Buchard Creek Section of the Umpqua Highway in Douglas County is now being passed for payment. However, before the payment can be made it will be necessary to have your application for further extension of time on this contract. Your application must be accompanied by the written consent of your surety on the bond.

In making the application please write a letter to the Highway Commission and set forth the reasons additional time is required. A similar letter from you will be required in connection with granting you further extension of time on your contract No. 1141 - Ranger Station-Dysart Hill Section in Linn County. We have the consent of your surety for an extension of time to July 1st, 1931 on this contract.

Kindly give the above matter your early attention so that it will not be necessary to hold up the payment of yourn estimate longer than is necessary.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1169 - July 1, 31

#1114
#1169

March 11, 1931

Hayman & Tittle,
1566 Willamette St.,
Eugene, Oregon.

Gentlemen:

Please be advised that we have received from the Massachusetts Bonding & Insurance Company, who are your surety on the bond furnished in connection with your contract No. 1141 - Ranger Station-Bryant Hill Section of the Santiam Highway in Linn County, their consent to an extension of time to July 1, 1931. Kindly forward us your formal application to accompany this consent of surety so that the matter may be presented to the State Highway Commission.

We wish to call your attention to the fact that we have not received your application for further extension of time on your contract No. 1169 - Scottsburg-Buchard Creek Section in Douglas County which expired on October 31, 1930. This application must be accompanied by the written consent of your surety. Please give this matter your early attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Glaisyer,
Secretary.

Dict. by J. McFarland.

February 27, 1931

Harmon & Tittle,
1566 Willamette St.,
Eugene, Oregon.

Gentlemen:

This letter is to remond you that we have no yet received your applicationnfor an extensiog of time yn your contract No. 1169, Scottsburg-Buchard Creek Section of the Umpqua Highway in Douglas County.

Your estimate No. 10 for work performed to February 10th is now being passed for payment and will be paid. However, before any further payments will be made on this contract it will be necessary to have your application for an extensiog of time. Your applisation must be accompanied by the written consent of your surety on the bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Claisyer,
Secretary.

Dict. by J. McFarland.

February 16, 1921

Harmon & Tittle,
1566 Willamette St.,
Eugene, Oregon.

Gentlemen:

Sometime ago we requested that you make application for further extension of time on your contract No. 1169 - Scottsburg-Buchard Creek Section of the Umpqua Highway in Douglas County.

We never did receive your formal application for an extension of time on this contract but did receive the consent of your surety for an extension of time of forty days. As this amount of time was not enough to cover your work on the contract no action was taken.

Please make immediate application for an extension of time on this contract which will cover all the actual work which will have to be performed and have your application consented to by your surety on the bond. Kindly give this matter your immediate attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Glaisyer,
Secretary.

#1169

Need 90 day extension
Oct 31 to Jan 31 1931

O.K.
EoC

nsel JOHN T. BURNETT, Secy and Treas.

NG AND INSURANCE COMPANY.

ON MASSACHUSETTS
URETY BONDS,
IDENT, HEALTH, PLATE GLASS.
HEFT INSURANCE.

D, OREGON

RECEIVED
NOV 15 1930
DIVISION ENGINEER
DIVISION NO. 2

November 8th, 1930.

NOV 15 1930
OREGON

Oregon State Highway Commission,
Capitol Building,
Salem, Oregon.

Gentlemen: Attention E. A. Collier
SUBJECT: Harmon & Tittle, Eugene, Ore.

Your letter of October 28th addressed to Harmon & Tittle has been forwarded to us with a request that we arrange for the necessary extension of time on the Scottsburg-Burchard contract.

The extension of forty days is acceptable to this Company providing the application of Harmon & Tittle for such extension of time is accepted and acted upon favorably by the State Highway Commission.

Yours very truly,

MASSACHUSETTS BONDING & INS. COMPANY

By Charles F. Millsman
Attorney-in-fact.

HRL

O.K. without penalty
Ed Collier

#1169

...ALVEY, President
GASTON, SNOW, SALTONSTALL & HUNT, Genl Counsel
JOHN T. BURNETT, Secy and Treas.

MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON MASSACHUSETTS

FIDELITY AND SURETY BONDS,
LIABILITY, AUTOMOBILE, ACCIDENT, HEALTH, PLATE GLASS,
BURGLARY AND THEFT INSURANCE.

PORTLAND TRUST AND SAVINGS BANK
GENERAL AGENTS
THIRD AND WASHINGTON STREETS
TELEPHONE: BROADWAY 8024

PORTLAND, OREGON

RECEIVED
NOV 15 1930
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
NOV 15 1930
OREGON

November 8th, 1930.

Oregon State Highway Commission,
Capitol Building,
Salem, Oregon.

Gentlemen: Attention E. A. Collier
SUBJECT: Harmon & Tittle, Eugene, Ore.

Your letter of October 28th addressed to Harmon & Tittle has been forwarded to us with a request that we arrange for the necessary extension of time on the Scottsburg-Burchard contract.

The extension of forty days is acceptable to this Company providing the application of Harmon & Tittle for such extension of time is accepted and acted upon favorably by the State Highway Commission.

Yours very truly,

MASSACHUSETTS BONDING & INS. COMPANY

By Charles F. Williman
Attorney-in-fact.

HRL

O.K. without penalty
E.A. Collier

#1175
#1175
Douglas
PP 142C

January 14, 1931

Mr. W. J. Burchard
Scottsburg, Oregon

Dear Sir:

Replying to your letter of the 20th inst. in which you advise us of your claim in the sum of $100.00 against C. A. Catching for gravel taken from your premises for the construction of the Wells Creek Bridge and the Culverts over Golden Creek and Burchard Creek, wish to say that Mr. Catching was in the office yesterday and acknowledged that he was indebted to you in the above amount. The reason that he has not settled with you is because he has not yet secured final payment from the Highway Commission. Final payment will be made to Mr. Catching within the very near future and no doubt he will make settlement with you at that time.

Mr. Catching is considered a very reliable contractor and one who pays all legitimate claims against his work. I do not believe that you will have any difficulty in securing satisfaction of your claim. If you do not hear from Mr. Catching within a reasonable length of time you might write us again and we will again take the matter up with him.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

Scottsburg Ore

Dec. 30.1930

State Highway Department,
Portland,Oregon.

Gentlemen

I wish to call your attention to some gravel used in the construction of the Wells Creek Bribge, Golden Creek and Burchard Creek Culvets, Arrangement was made by Mr.C.A.Catching to secure Gravel for these Culverts and Bridge amounting to approximately $100.oO which has not been settled for, the engineer in charge agreed to keep an account of gravel used and advise as to amount uesd, this he has not done.

Will you kindly look this matter up and see that I may have settlement soon.

Yours very truly

W. J. Burchard

ANSWERED
H. B. G.

Dict. by J. McClelland.

#1175
Douglas Co
PR 142C

November 21, 1930

Aetna Casualty& Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1175 for the construction of bridges over Wells, Golden and Buchard Creeks on the Umpqua Highway in Douglas County has been completed by the contractor, C. A. Catching, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 2nd, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of anyclaims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the totalamount paid the above contractor in connection with this contract and which will include the final payment will be $22,960.55. Of this amount $183.83 was for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claiayer,
Chief Clerk.

Dict. by J. McFarland.

#1175

~~10~~

Douglas Co

October 4, 1930 PR 142C

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yoon Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to C. A. Catching on contract No. 1175 for the construction of bridges over Wells, Golden and Buchard Creeks on the Umpqua Highway in Douglas County. This payment will be made on or after October 15th, 1930.

Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

11142

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 142-C

Post Office Building
Portland, Oregon.

Oct. 3, 1930

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

P.S. Enclosed also is one copy of the approved estimate dated 5/3/30, which was used as the basis of the project agreement.

L.J. C.

Aypv 7501

Form P. R. 2

State Oregon

Project No. 142, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5818

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of August, 1930

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of May, 1928, a project statement, which was approved by the Secretary on the 23rd day of May, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section C of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 26th day of March 1930, and approved by the Secretary on the 28th day of August, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty thousand, sixty-three and 31/100

Section C of

dollars ($ 80,063.31) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State _____
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count y of Douglas $24,296.89
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by having been deposited with the State Treasurer.
(State how placed under direct control of Highway Department)

*(c) By the Umpqua Highway District, $24,296.90

such funds having been placed under the direct control of the Highway Department by having been deposited with the State Treasurer.

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 48+00 in the N.½ of Sec.18, T.22 S., R.9 W., W.M., at the east end of Section A of said project, and survey station 285+40 in the W. ½ of Sec.15, T.22 S., R.9 W., W.M., terminal points, a distance of 4.434 miles, known locally as the Scottsburg-Durchard Creek Section of the Umpqua Highway between Drain via Scottsburg, and Reedsport, Douglas County, being Section C of Oregon Federal Aid Project No. 142, consisting of 4.406 miles of road and one bridge of more than 20 ft. clear span 0.028 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—5518

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $113,086.60, Federal Aid $70,373.79; one bridge, approved estimate $15,570.50, Federal Aid $9,689.52.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the exist ng and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of eighty thousand, sixty-three and 31/100 ($80,063.31)

dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-eight thousand, six hundred fifty-seven and 10/100 ($128,657.10)

dollars, the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ (State or county) of _____ (Name)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: In accordance with Resolution by the County Court of Douglas County dated April 5, 1929, and Resolution (Include reference to statute authorizing funds and probable amount annually available) by the Umpqua Highway District dated Mar. 8, 1929. The Highway Department hereby agrees that if at any time funds in accordance with said Resolutions of April 5, 1929, and March 8, 1929, respectively, are no longer available it will maintain said project in accordance with Resolution of August 7, 1917, Chap. 237, Laws of 1917, and other laws of the State of Oregon giving authority to the State Highway Commission for the expenditure of state highway funds.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing
_____
funds, probable amount annually available, and how will be placed under direct control of Highway Department)
_____

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing
_____
funds and probable amount annually available)
_____

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
_____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 28th day of August, 1930

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H B Bowdoin
Chairman, State Highway Commission
(Title of officer)

By C E Gates
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

[SEAL]

_____
Secretary of Agriculture.

8—55

Ans

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 45+00 in the E.½ of Sec.18, T.22 S., R.9 W., W.M., at the east end of Section A of said project, and survey station 285+40 in the W.½ of Sec.15, T.22 S., R.9 W., W.M.,

of the Umpqua Highway between Drain via Scottsburg, and Reedsport, Douglas County, locally known as the Scottsburg-Burchard Creek Section Section C of and designated in the records of this Department as Project No. 142, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 128,657.10 Section C of as the total estimated cost of said project, and the sum of $ 80,063.31 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 28th day of August one thousand nine hundred and thirty, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Secretary of Agriculture.

GPO 8—4020

#1169
Douglas
PR 142C

July 29,1930

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of yesterday concerning E. W. Wilburn whom you state is a subcontractor under Harmon & Tittle.

Please be advised that Harmon & Tittle have contract No. 1169 which is known as the Scottsburg-Rockard Creek Section of the Umpqua Highway in Douglas County. This contract consists of 4.43 miles of grading. The amount of the contract is $94,860.00 and the amount of the bond is $50,000.00. The bond was furnished by the Massachusetts Bonding & Insurance Company for whom Sigmon Fell Insurance Agency, Eugene, are resident agents. The completion date of this contract is October 31st, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon
July 28, 1930

JUL 29 1930

Oregon State Highway Commission,
Salem, Oregon

Re: E. W. Wilburn
Scottsburg, Ore.
Reedsport Acct.

Gentlemen:

We are advised that Mr. Wilburn is working in the capacity of sub contractor under Harmon and Tittle on the Umpqua River Highway, contract No. 1169.

Inasmuch as we anticipate furnishing petroleum products to the subject on this particular job, we will appreciate your furnishing us with the name of the indemnity company and the approximate date that this work will be completed.

For your convenience in replying, we are enclosing herewith, a stamped, self addressed envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Tostevin

District Manager.

LH:RLB
Enc.

#1175
Douglas Co

PP 142

June 18, 1930

Mr. C. A. Catching, Contractor
Roseburg, Oregon

Dear Sirs

We have your letter of the 17th instant in which you assign unto the First State and Savings Bank of Roseburg, Oregon, all moneys due you under estimate no. 2 and subsequent estimates under bridge contract nos. 1486, 1487, and 1488 on the Umpqua Highway in Douglas County, State Highway Contract no. 1175.

The assignment submitted by you isnot in acceptable form. The fact of the matter is the Secretary of State will not honor an assignment unless it is prepared on a form meeting with his approval. We are enclosing in this letter a couple of blanks of an approved form which we ask you to sign and return to this office where it will be placed on record.

Another thing that must be done before we can accept and honor your assignment is that you must furnish us with the consent to this assignment of the surety company who wrote your bond. You should request your surety to write us a letter stating that they have no objection to this assignment and the assignment is consented to without prejudice to the bond. In order that there be no delay in making payments to you this matter should be taken care of at once.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBGsS

Roseburg, Oregon, June 17-1930.

Oregon State Highway Commission,

Salem, Oregon.

Salem, Oregon.

For value received, I hereby assign unto the First State and Savings Bank of Roseburg, Oregon all moneys due to me under Estimate No. 2 and subsequent estimates under Bridge Contract No.'s 1486-1487-1488 on Umpqua Highway in Douglas County Oregon, contract No. 1175.

Yours truly,

E. A. Catching
Contractor

4-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

June 18, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

C. A. Catching
Box 145
Roseburg, Oregon.

Dear Sir:

Yesterday we mailed to you for signature voucher for $4,702.20 covering estimate 2, contract 1175.

As we are today in receipt of your assignment in favor of the First State & Savings Bank of Roseburg, Oregon, for all money now due or to become due on this contract, I have written up our regular assignment of claim form which is required by the Secretary of State on each individual voucher and I am enclosing it for your signature. Please sign the form before two witnesses and return it together with the signed estimate voucher.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith
Auditor.

C-3 L
cc H, B. Glaisyer, Office.

Enc.

NOTED

#1169
Douglas Co
PR142C

Union Oil Company of California

May 31, 1930

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

In response to your inquiry of April 29th concerning Hayman & Tittle we wish to advise as follows:

The above contractors were awarded contract No. 1169 - Scottsburg-Dumbard Creek Section of the Umpqua Highway in Douglas County. This contract consists of 4.45 miles of grading. The bond in connection with this contract was furnished by the Massachusetts Bonding & Insurance Company for whom Stigers-Fell Insurance Agency, Eugene, Oregon, are resident agents. The amount of this contract is $94,960.00 and the amount of the bond is $50,000.00. The completion date of this contract is October 31, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

#1169

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon

April 29, 1930

RECEIVED
APR 30 1930
OREGON
STATE HIGHWAY COMMISSION

State Highway Department,
Salem, Oregon.

RE: Harmon and Tittle
Bonded Job

Gentlemen:

We have been advised that the firm of Harmon and Tittle have been awarded a State Contract Job, working on or near the vicinity of Reedsport, Oregon.

We are contemplating makeing deliveries to them of petroleum products and would greatly appreciate having the following information for our file. We wish to know the description and job number of this particular contract, the amount of same and the approximate date of completion. Also the bonding company and the amount of the bond.

For your convenience we are enclosing a self addressed stamped envelope, asking that we might hear from you by return mail. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Gasteen

District Manager

LC PM
enc.

May 29, 1930

Massachusetts Bonding and Insurance Company
Portland Trust and Savings Bank, Gen'l Agents
Third and Washington Streets
Portland, Oregon

FR 1420

Gentlemen:

Herewith for your records andfiles is a copy of a contract recently awarded to Harmon & Tittle for the grading of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County.

This copy is mailed to you as you appear as surety on the bond furnished in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

PR 142 C

May 29, 1930

The Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Herewith for your records and files is a copy of a contract recently awarded to C. A. Catching for the construction of bridges over Wells-Burchard and Golden Creeks on the Umpqua Highway in Douglas County.

This copy is mailed to you as you appear as surety on the bond furnished in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S
Enc.

H. B. Glaisyer
Chief Clerk

FR 142c

APPROVAL

The within specifications, special provisions and contract agreement are hereby approved as the specifications, special provisions and contract agreement for the grading of the Scottsburg-Burchard Creek Section of the Umpqua Highway; as is also the award of the contract to Harmon & Tittle at the prices set forth in the within schedule of contract prices.

Signed this 2d day of May, 1930.

BOARD OF TRUSTEES OF THE UMPQUA HIGHWAY IMPROVEMENT DISTRICT

W. P. Lowlace President

Clyde Buckley

M. R. Ryan

Nelson Hogan

PR 1422

GENERAL ACCOUNTS
[illegible]

[illegible], Oregon

May 15, 1930

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention: Mr. K. V. Lively

Dear Sirs

[illegible]

Replying to your letter of the 14th instant in which you request a copy of the contract awarded to Mr. C. A. Catching for the construction of bridges over Wells, Burchard, and Golden Creeks, in Douglas County, Oregon. Wish to say that these contracts are not yet ready to mail out. As soon as they have been completed, we will see that you are furnished a copy for the records and file of the surety company.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaigyer
Chief Clerk

HBG:W

TES, LIVELY & PEARSON
GENERAL AGENTS
AND INSURANCE BROKERS
YEON BUILDING
PORTLAND, OREGON

May 14, 1930

Roy A. Klein, Secretary
State Highway Commission
Salem, Oregon

Re: Contract #1175, C. A. Catching

Dear Sir:

Under date of April 14th we forwarded to you by express four (4) copies of the Contract for Mr. Catching for the construction of bridges over Wells, Burchard, and Golden Creeks, in Douglas County, Oregon. It is necessary that we have one copy of the Contract for our files and we would appreciate receiving one of these at your early convenience,

Thanking you for this attention, we are,

Very truly yours,

BATES, LIVELY & PEARSON

By [signature]

CP

ANSWERED
H. B. G

BOR 142-C

May 8, 1950.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement covering the Scottsburg-Reinhard Creek Section, Project No. 142-C.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP

Enclosures.

Oregon State Highway Department

Project No. 142-C

SCOTTSBURG-BURCHARD CREEK SECTION OF THE UMPQUA HIGHWAY

IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 3, 1930.

Roadway

All Required	Clearing and Grubbing			$ 2,000.00
30,000 cu.yds	Common Excavation		.42	37,380.00
50,000 cu.yds	Solid Rock Excavation		.74	39,220.00
176,000 yd.sta.	Overhaul		.02	3,520.00
22,000 yd.mi.	Truck Haul		.17	3,740.00
1,500 lin.ft	18" Concrete Pipe		2.50	3,750.00
100 lin.ft	24" Concrete Pipe		3.20	320.00
180 lin.ft	36" Concrete Pipe (Heavy)		7.50	1,350.00
1,500 lin.ft	6" Perous Drain Tile		.40	600.00
280 cu.yds	Gravel Backfill for Drains		1.00	280.00
3,000 cu.yds	Temporary Gravel Surfacing		.90	2,700.00
				$ 94,860.00

Gold Creek Culvert (Sta. 177+50)

420 cu.yds	Excavation	1.00	$ 420.00
105 cu.yds	Cl. "A" Concrete	16.00	1,680.00
19,000 lbs	Metal Reinforcement	.05	950.00
			$ 3,050.00

Burchard Creek Culvert (Sta. 281+00)

420 cu.yds	Excavation	2.00	$ 800.00
172 cu.yds	Cl. "A" Concrete	18.00	3,096.00
20,000 lbs	Metal Reinforcement	.05	1,000.00
			$ 4,896.00

Sub-total (roadway)	$102,806.00
10% Engr. & Cont.	10,280.60
Total (roadway)	$ 113,086.60

Wells Creek Bridge

530 cu.yds	Excavation	1.50	$ 795.00
50 cu.yds	Excav. below plans	2.00	100.00
280 cu.yds	Cl. "A" Concrete	21.00	5,460.00
100 cu.yds	Cl. "B" Concrete	21.00	2,100.00
65,000 lbs	Metal Reinforcement	.05	3,150.00

Wells Creek Bridge - continued

810 lin.ft	Concrete Handrail	5.00	$1,[illegible].00
All Required	Remove old Br. & Maint. Traffic		1,000.00
	Sub-total		$14,185.00
	10% Engr. & Cont.		1,415.50
	Total		$15,[illegible].50

Length of Project (including Wells Creek Br.) 4.434 miles
Length of Wells Creek Bridge .028 miles
Length of Project (excluding bridge) 4.406 miles

Cost per mile $25,650.50

SUMMARY

Item	Total Cost	Federal Aid Requested	State Funds
Roadway	$ 113,086.60	$70,373.79 (62.23%)	$42,712.81
One Bridge	15,570.50	9,689.52 (62.23%)	5,880.98
	$ 128,657.10	$80,063.31	$48,593.79

(Funds for construction - Sufficient county and district funds deposited with Treasurer of the State of Oregon for disbursement by Highway Commission on Unpaid Highway Projects. Funds for Maintenance - See County Resolutions of April 15, 1929 and District Resolutions of March 8, 1929).

FR142C

May 6, 1930

Harmon & Tittle
1566 Willamette Street
Eugene, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission covering the grading of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaiger
Chief Clerk

HBG:S
Enc.

PR 142 C

May 3, 1930

Mr. W. A. Lovelace, President
Umpqua Highway Improvement District
Reedsport, Oregon

Dear Sir:

Contracts have been awarded by the State Highway Commission for the grading of the Scottsburg-Burchard Creek Section of the Umpqua Highway and for the construction of the Wells, Burchard and Golden Creek Bridges on this highway near Scottsburg. The first above mentioned contract is 1169 and was awarded by the Highway Commission to Harmon & Tittle. The contract for the construction of the bridges was awarded to C. A. Catching.

We are enclosing in this letter our office copy of each of these contracts for your inspection and approval. We also enclose four copies of a form of approval for each of these contracts which it is requested be signed by the members of the Board of Trustees of the Umpqua Highway Improvement District.

When these forms of approval have been signed by the Board of Trustees please return them all to this office. Also please return both copies of these contracts. Upon receipt of the same we shall be pleased to furnish you an executed copy of each of the contracts for the records and files of your district.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enclosures

PR 142C

BATES, LIVELY & PEARSON

GENERAL AGENTS
AND INSURANCE BROKERS

YEON BUILDING

PORTLAND, OREGON

April 14, 1930

Roy A. Klein, Secretary
State Highway Commission
Salem, Oregon

Re: Contract #1175. C. A. Catching, Contractor.

Dear Sir:

We are sending you by express four (4) copies of the contract of C. A. Catching for the construction of bridges over Wells, Burchard, and Golden Creeks, in Douglas County, Oregon. When the contract and bond have been approved by the Highway Commission will you kindly return one (1) copy for our files as has been your custom in the past?

Very truly yours,

BATES, LIVELY & PEARSON

By Fred C. Reed

FCR:CP

cc Quine & Co., Roseburg, Oregon.

returned & Catching
he did not sign agreement

Form 39—D14454—2500—11-29

OREGON STATE HIGHWAY DEPARTMENT

PR 142C

FIELD ENGINEER'S WEEKLY REPORT

Date April 12th, 1930

Job name Scottsburg-Burchard Cr. Week from April 6th to 12th

Mail address Drain

Highway Umpqua

Telegraph or telephone address Drain

County Douglas Job prefix ICEE

Express and freight address Drain

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor Horan starts work April 10th with 4 men clearing right of way. Party moved two miles on this job, all records & data & stake the grade and culverts cleared with Paxton Fago 50-50 on an office at Wolf Creek to cost 75 to 80 dollars. Except to move Ford to Scottsburg the last of next week.

Clear Co gang was ordered off the Wagner property and started on the Crawford property.

(See back of this sheet for instructions and detailed information.)

Signed H E Rikert

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project 1.45

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project 142,000

Cubic yards moved to date .....

Miles covered by contractor's forces 0.0

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 4

Contractor's average force for week ..... 4 (3 days) ..... men,

..... teams, ... steam shovels

Grading work will be completed about Oct 31st 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ICPD ..... Percentage 70

2. ..... ICP ..... Percentage 15

3. ..... Percentage .....

4. ..... Percentage .....

Form 39—D14454—2500—11-29

OREGON STATE HIGHWAY DEPARTMENT

PP 142C

FIELD ENGINEER'S WEEKLY REPORT

Date Fri. Sept. 14, 1934

Job name Scottsburg - Butchers Creek Week from Mon. Sept. 10th to Sat. Sept. 15th

Mail address Reedsport

Highway Pacific Hwy. No. 99

Telegraph or telephone address Reedsport

County Douglas Job prefix PPD

Express and freight address Reedsport

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Nothing doing on this job this week. Have not seen anything of any grading contractors.

RECEIVED
SEP 17 1934
STATE HIGHWAY ENGINEER

(See back of this sheet for instructions and detailed information.)

Signed J. R. Kirk

Title Res. Eng.

RR 142-R

GRADING CONSTRUCTION

Total miles of grading in project 4.2

Miles completed —

Miles completed except finishing —

Total cubic yards in project 142 000

Cubic yards moved to date —

Miles covered by contractor's forces —

Miles cross-sectioned —

Miles cross-sections completed and checked —

Miles to be remeasured —

Number men in Engineering Party 4

Contractor's average force for week — men,

— teams, — steam shovels

Grading work will be completed about Oct 31st 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The tripilcate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 10PP ..... Percentage —
2. 12PM ..... Percentage 100
3. 10SL ..... Percentage —
4. ..... Percentage .....

PR-142-E

March 18, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying specifications and five sets of special provisions for the Scottsburg-Buchard Creek Section, Project No. 142-E.

Two sets of blueprint plans and one set of original cross-sections are being sent under separate cover. The additional blueprint plans will be sent within the next few days.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Enclosures.

Oregon State Highway Commission — Project No. 142-C

SCOTTSBURG—MERCHANT CREEK SECTION OF THE UMPQUA HIGHWAY

IN DOUGLAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, March 25, 1936.

Roadway:

All Required			
30,000 cu.yds	Clearing and Grubbing		$ 3,100.00
33,000 cu.yds	Common Excavation	.35	11,150.00
270,000 yd.sta	Solid Rock Excavation	.85	45,900.00
32,000 yd.mi.	Overhaul	.03	8,250.00
1,000 lin.ft	Trunk Haul	.25	8,000.00
100 lin.ft	18" Concrete Pipe	3.00	4,500.00
100 lin.ft	24" Concrete Pipe	4.00	400.00
100 lin.ft	36" Concrete Pipe (Heavy)	7.00	1,200.00
1,500 lin.ft	6" Perous Drain Tile	.25	375.00
200 cu.yds	Gravel Backfill for Drains	1.00	200.00
3,000 cu.yds	Temporary Gravel Surfacing	1.00	3,000.00
	Sub-total		$99,300.00

Holden Creek Culvert (Sta. 177+50)

420 cu.yds	Excavation	2.00	$ 840.00
106 cu.yds	Class "A" Concrete	20.00	2,300.00
13,000 lbs	Metal Reinforcement	.063	1,007.00
	Sub-total		$ 3,947.00

Merchant Creek Culvert (Sta. 281+00)

400 cu.yds	Excavation	2.00	$ 800.00
172 cu.yds	Cl. "A" Concrete	20.00	3,440.00
20,000 lbs	Metal Reinforcement	.063	1,060.00
	Sub-total		$ 5,300.00
	Sub-total (roadway)		$139,142.00
	10% Engr. & Cont.		10,914.20
	Total (roadway)		$120,056.20

Wells Creek Bridge:

530 cu.yds	Excavation	2.00	$ 1,060.00
50 cu.yds	Excavation below plans	5.00	250.00
260 cu.yds	Cl. "A" Concrete	22.00	5,720.00

Walla Creek Bridge - continued

100 cu.yds	Cl. "B" Concrete	22.00	2,200.00
65,000 lbs	Metal Reinforcement	.065	3,250.00
310 lin.ft	Concrete Handrail	5.00	1,550.00
All Required	Remove Old Br. & Maint. Traffic		750.00
	Sub-total (bridge)		$ 14,500.00
	10% Engr. & Cont.		1,450.00
	Total (Bridge		$ 15,950.00

Length of Project (including bridge)		4.434 miles
Length of Walla Crk. Br.	150 ft.	.028 miles
Length of Project (excluding bridge)		4.406 miles

Cost per mile $ 27,248.34

SUMMARY

	Total Cost	Federal Aid Requested	State Funds
Roadway	$120,050.20	$ 74,710.97 (62.23%)	$ 45,345.23
Gas Bridge	16,355.90	10,178.27 (62.23%)	6,177.63
	$136,412.10	$ 84,889.24	$ 51,522.86

CONTRACT # 1172,

SEE:

CONTRACT # 1148

CONTRACT # 1174,

SEE:

CONTRACT # 1243

930

1174 SEE: 1243 # 2

CONTRACT # 1175

SEE:

CONTRACT # 1169,

20

1175 [illegible] Contract [illegible]

CONTRACT # 1176,

PR 84-B Keno Bridge 1930

1176

#1176
7 Klamath

PRFHB

June 5, 1951

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 1176 for the construction of a bridge over Klamath River on the Green Springs Highway in Klamath County has been completed by the contractors, Clackamas Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 15th, 1951.

The State has been advised of several claims against this contract, all of which you have also been advised. The State assumes no responsibility for any of the claims which have been filed or any which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract and which will include the final payment will be $55,238.88. Of this amount $713.84 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1176

May 7, 1931

Mr. C. Snowgoose,
Box 4,
Keno, Oregon.

Dear Sir:

We acknowledge receipt of your letter of the 6th inst., in which you advise us of your claim in the sum of $25.00 against the Clackamas Construction Company, to whom the State Highway Commission awarded the contract for the construction of a bridge over Klamath River, near Keno, known as Contract No. 1176.

In connection with this contract, the Clackamas Construction Company furnished the State with a surety bond for the protection of claims incurred against the project. This bond is offered you for your protection. It was written by U. S. Fidelity & Guaranty Company, for whom Walter F. Cline is local agent, with offices in the Porter Building at Portland, Oregon. We suggest that you take the matter up with the bonding company, and if you secure no satisfaction in so doing, you still have recourse to action in the courts.

In accordance with the provisions of Section 2931, Oregon Laws of 1920, a mimeographed copy of which we enclose, the notice of the claim should be filed with the Secretary of State prior to the expiration of one year immediately following the completion of the project. According to our records, this job will be completed in the very near future.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

ANSWERED
H. B. G.

RECEIVED
MAY 7 1931
OREGON
STATE HIGHWAY COMMISSION

Keno Ore. May 6— 31

Oregon State Highway Com.
Salem Oregon

Dear Sir. I am writing you in regards to a just claim I have against the Klookamas Construction Co. builders of Keno Bridge. I have written them but they pay no attention to my letters, so I have concluded to put the matter up to you for your advise, I have a just claim against them for $25.00 as they went and took without any permisson, several hundred loads of dirt from off of my land along the road and dug big holes in the bank for dirt to put in there coffer dams as they were hatting dirt most of all summer, and they got some dirt in the last 2 weeks since they have been working on the bridge, they only paid me for one months rent on the property they used and they sneaked out of paying me that. But crowing that they paid another party, and this party says, they never pay him any

+1176
Klamath
PR 848

If they had of paid the rent on the property. I wouldent of said a word about the dirt, but as they never fully settled the rent, I think I am entitled to $25.00 for the dirt they took, so if you can take it up with them and have it settled satisfactory it will be all right. If not, I will probly take it up with my Attorney and then there will be some cost added.

Respectfully
C. Thompson
Keno
Box 4 Ore

#1176
Klamath
PW 84B

April 10, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received claims as follows against the Clackamas Construction Company in connection with their contract for the construction of a bridge over the Klamath River at Keno, state highway contract #1176:

McCollum Lumber Company, Klamath Falls, claim in the sum of $226.76 for lumber furnished for construction of forms.

Spring Street Iron Works, Inc., Klamath Falls, claim in the sum of $16.00 for labor performed on this bridge.

This information is given you as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HBG:W

cc Clackamas Construction Co.
Oregon City, Oregon

April 10, 1931

Spring Street Iron Works, Inc.
Klamath Falls, Oregon

Gentlemen:

Receipt is acknowledged of your letter of the 8th instant advising us of your claim in the sum of $16.00 against the Clackamas Construction Company for work performed for them in connection with their contract for the construction of a bridge over the Klamath River at Keno.

The protection offered you for your claim is the bond furnished by the Clackamas Construction Company guarantying the performance of this work and the payment of the claims. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Porter Building, Portland, Oregon. We would suggest that you take the matter up with the surety company.

Final payment has not yet been made for this work. The present address of the Clackamas Construction Company is Tillamook, Oregon where they have additional highway work with the State. Their permanent address is Oregon City.

Very truly yours

[redacted]

By

Secretary

HDG:W

#1176
Klamath Co

FRANK M. LOOSLEY

Spring Street Iron Works

INCORPORATED

Boilermakers, Ironworkers, Welders, Blacksmiths
Heavy Forgings, Logging Tools

KLAMATH FALLS, OREGON

April 8th, 1931.

Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

There is a balance due us of $16.00 from the Clackamas Construction Company for work done by us on the bridge across the Klamath River at Keno.

Mr. Wall informed us that he would take care of this account about the first of the year but to date we have heard nothing from him.

Will you kindly let us know whether or notthey have received their final settlement and what the present address of the firm is.

Very truly yours,

SPRING STREET IRON WORKS, INC.

By C Baldwin

FML/S

ANSWERED
H. B. G.

#1176
#1176
PR 84B

April 10, 1951

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received claims as follows against the Clackamas Construction Company in connection with their contract for the construction of a bridge over the Klamath River at Keno, state highway contract #1176:

McCollum Lumber Company, Klamath Falls, claim in the sum of $234.76 for lumber furnished for construction of forms.

Spring Street Iron Works, Inc., Klamath Falls, claim in the sum of $16.00 for labor performed on this bridge.

This information is given you as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

cc Clackamas Construction Co.
Oregon City, Oregon

April 10, 1931

McCollum Lumber Company
Klamath Falls, Oregon

Attention: E. Baldwin

Gentlemen:

We acknowledge receipt of your letter of the 8th instant advising us of your claim in the sum of $224.76 against the Clackamas Construction Company for lumber furnished that company in connection with its contract for the construction of the bridge over the Klamath River at Keno.

In reply thereto will say that our records show that this job is not quite complete and we have therefore not yet made final payment for the work. We wish also to advise that the protection offered you for your claim is the bond furnished by the Clackamas Construction Company to the State. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Porter Building, Portland, Oregon. We would suggest that you take the matter up with Mr. Cline and if you secure no satisfaction by so doing you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we inclose.

The present address of the Clackamas Construction Company is Tillamook, Oregon, and their permanent address is Oregon City, Oregon.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

#1176

#1176
Klamath Co

McCOLLUM LUMBER COMPANY

PINE AND FIR
LUMBER

KLAMATH FALLS, OREGON

April 8th, 1931

Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

While the Clackamas Construction Company was building the bridge across the Klamath River at Keno, they purchased lumber for forms from us and there is still due $224.76 on the account.

At the time Mr. Wall left here he informed us that he would take care of the account right after the first of the year but to date we have heard nothing frok him.

Will you kindly advise us whether or not he has received his final settlement for the work and what the present address of the company is?

Thanking you for the information, we are,

Very truly yours,

McCOLLUM LUMBER COMPANY

By E. Baldwin

ANSWERED
H. B. G.

FML/S

Sept 1/1 Complete / Final records furnishing to date
Victor Wall Portland $1,586.73.
Wrote advising that it will be remitted by
the party in charge. Present address is
Tillamook, Ore.

#1176
Klamath Co
PR 84B

January 24, 1931

United States Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Attention: Walter F. Cline

Gentlemen:

This letter is to inform you that we have today received a letter from the O. K. Transfer Company of Klamath Falls advising us that they have a claim in the sum of $40.35 against the Clackamas Construction Company, being for acetylene and oxygen furnished this company and used in connection with the construction of a bridge over the Klamath River at Keno, Oregon.

This notice is given you as you appear as surety on the bond furnished by the Clackamas Construction Company in this instance.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

cc Clackamas Construction Co.

January 24, 1931

O. K. Transfer Company
422 Main Street
Klamath Falls, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 23rd instant enclosing your bill for materials against the Clackamas Construction Company, same being in the sum of $40.35 for acetylene and oxygen used by the Clackamas Construction Company in connection with its contract for the construction of a bridge over the Klamath River at Keno, Oregon.

In connection with this contract the Clackamas Const. Company furnished a surety bond for the protection of claims and the satisfactory completion of the project. We offer this bond to you for your protection. It is our suggestion that you take the matter up with the agent of the bonding company. This bond was written by the United States Fidelity & Guaranty Co., Walter F. Cline agent, Porter Building, Portland. If you do not secure satisfaction by so doing then you still have recourse to action in the courts against this bond and should file notice of your claim with the Secretary of State as provided by Section 2991 of the Oregon Laws for 1920.

We are today taking this matter up with the Clackamas Construction Company and the surety on their bond in accordance with our usual practice.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

OXYGEN AND ACETYLENE

FREIGHT HANDLERS

O. K. TRANSFER CO.

F. C. MURPHEY, OWNER

PHONE 87

STORAGE—FORWARDING

WHOLESALERS' STOCKS STORED AND DISTRIBUTED

422 MAIN STREET

KLAMATH FALLS, OREGON

Jan 23 1931

Roy A.Klein,
State Highway Engineer,
Salem,Ore.

Dear Sir:

Enclosed find bill of material used by the Clackams Const C@ on the bridge at Keno,Ore,and as we understand they have completed the job and have not paid us as yet,we ask that they be made to pay before the job is all paid for by the State,and ask your assistance in the matter.

Thanking you for your assistance in this matter,we are,

Yours truly,
O.K.Transfer Co.
F. C. Murphey

ANSWERED
H. B. G.

RECEIVED
JAN 24 1931
OREGON
STATE HIGHWAY COMM.

Klamath Falls, Oregon, Dec 31 1930

M Clackamas Const Co Account No.

In Account With

O. K. TRANSFER CO.

"IF IT'S LOOSE WE'LL MOVE IT"

Storage Warehouse in Connection

422 Main Street

Interest charged after thirty days at 10 per cent

Phone 87

					Paid Acct.	Cartage Acct.
Dec	6	1 Cyl	Acetylene	X18851	1635	
	8	1	Oxygen	K521191	600	
	14	1	"	K510637	600	
	16	1	"	K498179	600	
	17	1	"	K326829	600	
					4035	

ask you to complete and return to us as promptly as possible, showing the present status of this contract.

Thanking you for your attention to this matter, we remain,

Yours very truly,

Manager.

CS-

Cash for date #48,384.09

Returned - $1,502.60

F. acct. #735,64

Dec - 30, 1930

PORTLAND 104 8-5-30 SM

R. HOWARD BLAND, PRESIDENT.

#1176 Tillamook Co

PR 848

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1208 PORTER BUILDING

PORTLAND, OREGON.

January 12th, 1931.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Re: #39-12-532-30 - Clackamas Construction Company

The above bond executed on April 14th, 1930, covers contract for the construction of a bridge over the Klamath River at Keno on the Green Springs Highway in Klamath County, Oregon.

We enclose our form inquiry which we kindly ask you to complete and return to us as promptly as possible, showing the present status of this contract.

Thanking you for your attention to this matter, we remain,

Yours very truly,

Manager.

CS-

Contr. & date $48,384.09

Returned - $1,502.60

F. acct. $735.64

Jan. 20, 1930

#1176
18 PM

PR 848

December 16, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We have today received a notice of the claim of the Shell Oil Company against the Clackamas Construction Company, being in the sum of $201.74 for petroleum products furnished the Clackamas Construction Company in connection with their contract for the construction of a bridge over the Klamath River at Keno, state highway contract #1176.

This information is given you at the request of the Secretary of State and the inclosed copy of the claim is sent you as you appear as surety on the bond furnished by the Clackamas Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:W

cc Clackamas Construction Company
Oregon City, Oregon

December 16, 1930

Mr. Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 15th instant inclosing three copies of the notice of claim of the Shell Oil Company against the Clackamas Construction Company, being for petroleum products furnished in the sum of $204.74 in connection with the contract awarded to the Clackamas Construction Company for the construction of a bridge over the Klamath River at Keno.

We are today forwarding a copy of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:W

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

December 15, 1930

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim for petroleum products furnished in the sum of $204.74 against the bond taken from Clackamas Construction Company, principal, and U. S. Fidelity and Guaranty Company, surety, for work on bridge #1176, state job #986.

We are enclosing a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
encs.

SHELL OIL COMPANY

KLAMATH FALLS
12-10-30

Petroleum
Products

Please address
all communications
to the company

Quotations subject to
change without notice

Mr. H. E. Hoss
Secretary of State,
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Shell Oil Company has a claim for petroleum products in the sum of $204.74 against the bond taken from U. S. Fidelity and Guaranty Company of Portland, Oregon on State Job #886, Bridge #1176. The principal contractor on this job is the Clackamas Construction Company of Oregon City, Oregon.

Yours very truly,

EOS: E. C. SWANSON

SHELL OIL COMPANY

KLAMATH FALLS ORE.

Endorsed: File No. 871
Filed December 15, 1930
HAL E. HOSS, Secretary of State

#1176
Klamath Co
PR 84B

December 8, 1930

Mr. C. Snowgoose
Box 4
Keno, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 6th instant in which you advise us of your claim in the sum of $50.00 against the Clackamas Construction Company, being for the rental of ground used in connection with the above mentioned company's contract for the construction of a bridge over the Klamath River at Keno.

The protection offered you for your claim is the bond furnished by the contractor, which same was written by the United States Fidelity & Guaranty Company, Walter J. Cline, Agent, Porter Building, Portland, Oregon. This bond was furnished for the protection of labor and material claims and all just debts, dues and demands incurred against the project. We would suggest that you take the matter up with the agent of the bonding company, giving him the full particulars. If you secure no satisfaction by so doing then you still have recourse to action in the courts against this bond and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we inclose for your information.

In accordance with our usual practice we are today advising the contractor and the surety that your claim has been filed.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

December 8, 1930

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Attention: Walter F. Cline

Gentlemen:

We have today received notice from Mr. C. Snowgoose of Keno, Oregon to the effect that the Clackamas Construction Company are indebted to him in the sum of $50.00 for the rental of ground used for landing purposes in connection with the contract awarded to the Clackamas Construction Company for the construction of a bridge over Klamath River in Keno on the Green Springs Highway in Klamath County, state highway contract #1176.

Our records show that the bond furished in this instance was written by you, which is our reason for calling the matter to your attention.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Clackamas Construction Company
Colton, Oregon

Kerns Ore Dec. 6. — 3c

State Highway Department
Salem
Ore.

RECEIVED
DEC 8
OREGON
STATE HIGHWAY

Gentlemen:—

I have a bill against the Clackamas Construction Co. for $50.00 for rent of ground use of land which hasent ben paid, and I am writing you to see if you will O.K. the Bill. and see that it is paid.

if not. I will have to start legle action to get my money.

Respectfully Yours

C. Snowgoose
Kerns Ore.
Box 4.

ANSWERED
H. B. C.

HBC:H
Inc.

H. B. [illegible]
Chief Clerk

#1216
Wheeler
PR1340

December 10, 1930

H. Ringsmyer
Dayville, Oregon

Dear Sir:

We acknowledge receipt of your letter of the 8th instant in which you advise us of your claim in the sum of $27.50 against G. Dixon, who you state was a subcontractor under Kuckenberg-Wittman Co., Inc.,in connection with its contract for the construction of a bridge over Rock Creek on the Ochoco Highway near Mitchell, said claim being for the overhauling of a gasoline engine which was rented to Mr. Dixon in connection with this work.

In connection with this work Kuckenberg-Wittman Co. Inc. were requested to furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond is offered to you for your protection and should you fail to secure satisfaction from the contractor, we would suggest that you take the matter up with the bonding company, which is in this instance the Federal Surety Company of Iowa, Fred A. Schlick, Agent, Corbett Building, Portland, Oregon.

In the event that you do not secure satisfaction from the surety company then you still have recourse to action in the courts and should file a notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we inclose for your further information.

In conformance with the usual practice, we are today notifying the surety company of the existence of this claim.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

Prairieview Welding

Bayville, Oregon

December 10, 1930

Federal Surety Company of Iowa
Fred A. Schlick, Agent
Corbett Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from Mr. H. Ringsmyer of Bayville, Oregon that he has a claim against G. Dixon, who it appears is a subcontractor under Kuckenberg-Wittman Co. Inc., to whom the State Highway Commission awarded the contract for the construction of a bridge over Rock Creek on the Ochoco Highway in Wheeler County, being state highway contract #1216.

It seems that Mr. Ringsmyer rented a gasoline engine to Mr. Dixon and when it was returned it was necessary to overhaul the same to the extent of $27.80. Mr. Ringsmyer has been unable to get any satisfaction from Mr. Dixon in way of a settlement for this overhauling charge.

This information is passed on to you since you appear as surety on the bond furnished by the original contractor in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Kuckenberg-Wittman Co. Inc.
226 Board of Trade Bldg.
Portland, Oregon

Service Station"
...ring, Acetylene Welding, B...
Service, Tires and Tubes

Dayville, Oregon 10/15 193 0

M H Rimgmyer

Address

		Account Forward	
1	Storage		
2	Gals. Gasoline @		
3	Gals. Oil @		
4	Qts. Oil @		
5	Rebuilt Stk	4	00
6	Pulley	7	50
7	Labor	12	00
8	Ring	4	00
9			
10			
11	33		

Dayville, Ore.
Dec 8, 1930

...ommission.
..., Ore,

...nclosing a
...nt and repair
...ginze, mind to
...who was a sub—
...der Kuckenberg and
...the Rock Creek bridge
between Mitchell and Dayville
This engine was overhauled before
I sent it to Mr Dixon and
was returned in very bad condition
requiring another overhauling.
Mr Dixon has made no attempt
to pay this account and I wish
you would look into this matter

Yours most sincerely
H. Rimgmyer

ANSWERED
H. B. G.

Dayville, Ore.
Dec 8, 1930

State Highway Commission.
Salem, Ore,
Dear Sirs:-

I am enclosing a statement for rent and repair of a gas engine rented to P.G. Dixon who was a sub-contractor under Kuckenberg and Whitman on the Rock Creek bridge between Mitchell and Dayville. This engine was overhauled before I rented it to Mr Dixon and was returned in very bad condition requiring another overhauling. Mr Dixon has made no attempt to pay this account and I wish you would look into this matter

Yours most sincerely
N. Ringlmyer

ANSWERED
H. B. G.

#1176
1 FPM
PR 84B

December 2, 1930

United States Fidelity & Guaranty Company,
Walter W. Cline, agent,
Porter Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to the Clackamas Construction Company on contract No. 1176 for the construction of a bridge over Klamath River on the Green Springs Highway in Klamath County near Keno. This payment will be made on or after December 12th, 1930.

Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Gleasyer,
Chief Clerk.

Dict. by J. McFarland.

#1176

PORTLAND 104 8-8-30 SM

R. HOWARD BLAND, PRESIDENT.

T Plumstead Co

PW 848

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1208 PORTER BUILDING

PORTLAND, OREGON

October 20th, 1930.

RECEIVED
OCT 21
OREGON

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Re: #39-12-532-30 - Clackamas Construction Co.

The above bond executed on April 14th, 1930, covers contract for the construction of a bridge over the Klamath River at Keno on the Green Springs Highway in Klamath County, Oregon.

We enclose our form inquiry which we kindly ask you to complete and return to us as promptly as possible, showing the present status of this contract.

Thanking you for your attention to this matter, we remain,

Yours very truly,

C. O. Price

Manager.

CS-

Contract - $35,545.07
Paid - $3726.75
Ret. $381.32

84-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 12, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:- Oregon F.A.P. No. 84-B, Klamath River Bridge at Keno

Your attention is invited to the fact that the last item appearing on the approved project agreement estimate for the above project, which was forwarded you on August 11th, is in error so far as the designation is concerned. Instead of "Clearing and Grubbing", should have been listed "Remove old bridge and maintain traffic,----$2500." This item is, however, correctly shown on the first voucher submitted by you for this project in the sum of $8574.60, for the period April 11, 1930 to August 22, 1930. We would ask you, therefore, to kindly delete the words "Clearing and Grubbing", which appear on the April 30, 1930, project agreement estimate, and to show instead—

"All required ---Remove old bridge and maintain traffic, lump sum--
$2500.00"

When this change is made it will agree with the designation shown on the Engineer's Estimate dated March 27, 1930, and with the item shown on the contract.

Very truly yours,

W. H. LYNCH
District Engineer.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 84-B

Post Office Building
Portland, Oregon.

Aug.11, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By _____
L. J. Caufield, Highway Engineer.

Encl.

P.S. An approved copy of the estimate dated April 30, 1930, which was used as the basis of the project agreement, is also attached.

L. J. C.

Aygr 7132

Form P. R. 2

State Oregon

Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of May, 1930

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 25th day of July, 1922, a project statement, which was approved by the Secretary on the 10th day of October, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 26th day of February 1930, and approved by the Secretary on the 19th day of July, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirty-four thousand, fourteen and 29/100

dollars ($34,014.29) as the share of the United States payable under said act on account of Section 3 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the [illegible] by force account or by cope-

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ---- of ----
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ----
(State how placed under direct control of Highway Department)

*(c) ----

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following bridge, as described in detail in said surveys, plans, and specifications:

Bridge across the Klamath River at Keno, between survey stations 1547/20, near the east end of Section A, and 1550/80, in T. 39 S., R.8 E., W.M., terminal points, a distance of 0.068 miles, known locally as the Green Springs Highway, between Hayden Creek and Keno, Klamath County, being Section B of Oregon Federal Aid project 54, consisting of one bridge of more than 20 ft. clear span only.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—5513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State, Chapter 172 [illegible] of 1929 [illegible]

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that prior to or immediately upon the completion of the improvement contemplated under this agreement it will construct suitable road connections between the ends of the bridge and the existing highway to the east and west.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty-four thousand, fourteen and 29/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-four thousand, six hundred fifty-nine and 00/100 dollars, the approved total estimated cost of Section B of said project.

8—5618

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to

STRICKEN OUT

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ (State or county) of _____ (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—3518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____, upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 19th day of July, 1930

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____
Acting Secretary of Agriculture.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a bridge across the Klamath River at Keno, between survey stations 1547/80 and 1550/80,

locally known as the Green Springs Highway, between Hayden Creek and Keno, Klamath County, and designated in the records of this Department as Section B of Project No. 84, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $54,659.00 as the total estimated cost of Section B of said project, and the sum of $34,014.29 as the share of the United States, payable under said acts on account of Section B of such project, which does not exceed the authorized Federal pro rata share percent of said total estimated cost.

Done at the city of Washington, this 19th day of July one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. M. Hudson
Secretary of Agriculture.

Wm

GOVERNMENT PRINTING OFFICE 8—4000

84-13

May 2, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 5900
Portland, Oregon.

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for project agreement covering the Klamath River Bridge at Klamo, Project No. 84-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prohart
Office Engineer

Dict by J. W. Nash/AP
Enclosures.

Oregon State Highway Department — Project 86-3

KLAMATH RIVER BRIDGE AT KESO ON THE GREEN SPRINGS HIGHWAY

IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, April 30, 1930.

250 cu.yds	Excavation	$15.00	$3,750.00
20 cu.yds	Excav. Below Flume	20.00	400.00
780 cu.yds	Cl. A. Concrete	22.00	17,160.00
130 cu.yds	Cl. B. Concrete	23.00	2,990.00
320 cu.yds	Cl. D. Concrete	23.00	7,360.00
245,000 lbs	Metal Reinf.	.05	12,250.00
740 lin.ft	Conc. Handrail	4.00	2,960.00
All Required	Clearing & Grubbing		2,500.00
	Sub-total		$ 49,390.00
	10% Engr. & Cont.		4,939.00
	Total		$ 54,329.00

Length of Structure - 300 ft. - 0.058 miles

State Funds Available $20,644.71

Federal Aid Requested 34,014.29

$54,659.00

State Funds for Construction - Chapter 175, Laws 1917, Chapter 31, Laws 1929

State Funds for Maintenance - Chapter 41, Laws 1927.

PR 84B

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

February 27, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Plans for Keno Bridge, Oregon F.A.P. No. 84-B, have today been forwarded with recommendation for approval. This recommendation has been based upon the suggested modification of your standard specifications whereby high strength concrete is to be substituted for the Class "A" Concrete in order to overcome the high overstresses existing near the crown of the arches. The addition of six more bars in each face of the arches has reduced the overstresses somewhat; but, in accordance with our computations, the unit stress is still in the vicinity of 1100# per square inch on the concrete instead of the specification allowance of 850# per square inch.

The plans do not show a support for the sidewalk slab around the edges of the holes provided for the arch ribs. It is suggested that offsets on the arch ribs be provided with tar paper joint between the top of the offset and the sidewalk slab.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott

J. A. Elliott
Sr. Highway Engineer.

February 27, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Plans for Keno Bridge, Oregon F.A.P. No. 84-B, have today been forwarded with recommendation for approval. This recommendation has been based upon the suggested modification of your standard specifications whereby high strength concrete is to be substituted for the Class "A" Concrete in order to overcome the high overstresses existing near the crown of the arches. The addition of six more bars in each face of the arches has reduced the overstresses somewhat; but, in accordance with our computations, the unit stress is still in the vicinity of 1100# per square inch on the concrete instead of the specification allowance of 550# per square inch.

The plans do not show a support for the sidewalk slab around the edges of the holes provided for the arch ribs. It is suggested that offsets on the arch ribs be provided with tar paper joint between the top of the offset and the sidewalk slab.

Very truly yours,

W. H. LYNCH
District Engineer

By _____
J. A. Elliott
Sr. Highway Engineer.

PR-84B

February 25, 1930

Mr. W. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans for the Klamath River Bridge at Klamo, Project No. 84-B.

Under separate cover we are sending five blue print copies of the title sheet.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Encls.

Oregon State Highway Department — Project No. 84-B

KLAMATH RIVER BRIDGE AT KENO ON THE GREEN SPRINGS HIGHWAY

IN KLAMATH COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, February 25, 1930.

250 cu.yds	Excavation	$ 6.00	$ 1,500.00
80 cu.yds	Excavation below plans	10.00	200.00
780 cu.yds	Cl. "A" Concrete	23.00	17,480.00
130 cu.yds	Cl. "B" Concrete	20.00	2,600.00
320 cu.yds	Cl. "D" Concrete	22.00	7,040.00
245,000 lbs	Metal Reinforcement	.05	12,250.00
740 lin.ft	Concrete Handrail	5.00	3,700.00
All Required	Remove Old Br. and Maintain Traffic		1,200.00
	Sub-total		$ 45,970.00
	10% Engr. & Cont.		4,597.00
	Total		$ 50,567.00

Length of Structure 360 ft. - 0.068 miles.

State Funds Available	$ 19,099.16
Federal Aid Requested	31,467.84
	$ 50,567.00

CONTRACT# [redacted] 1183

PR 147-C Dry River-Millican 1930

1183

FORM 3-G-1 P-20999 500 3-31

COMMISSIONERS
H. E. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

PRR 147C

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

July 8, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention: Mr. E. A. Skelley.

RECEIVED
JUL 9 1931
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Reference is made to your letter of June 24th regarding the maps on the Central Oregon Highway.

As the chances of securing a draftsman here are rather remote, I thought it would be best to send you the maps we have started and have you finish them. I am therefore sending you the following:

3 Partially completed 100 foot scale maps
1 Set of transit notes
1 Set of computation sheets.

I am also enclosing five tracings on a 1000 foot scale of this line which were made by Robert Gould. From these you can secure accurate section ties to our line. These ties were made by him and are correct. I thought you might also like to have copies for your files. I would appreciate it if you would have a print of each made for our office. Mr. Gould might also like a print for his office.

If there is anything missing from these records, please let us know and we will do our best to supply the information. All right of way on the Central Oregon Highway in Deschutes County is 80 feet in width and was acquired by Resolution by the County Court.

Records received
7/10-31 E.A.S.

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Lytle
K. D. Lytle
Div. Office Engineer

kdl/c

June 24, 1931.

Mr. C. W. Wanzer,
Division Highway Engineer,
Bend, Oregon.

Dear Sir: Attention: Mr. K. D. Lytle

Reference is made to your letter of June 22nd, concerning maps of the Central Oregon Highway between Horse Ridge and Millican.

The 400-foot scale map of the Dry River-Millican Section, which is in our files, is marked "Located Line", but, by comparison, is found to show the same alignment as on the construction profile. This map will be O. K. for that section. However, there are no section corner ties shown thereon, and, not having the transit notes, do not know if any ties were made or not.

As you do not have a draftsman at present, the Horse Ridge-Dry River map could be finished in this office provided the information is in such shape that it would be advisable.

We have no notes in this office for any of the line between Pilot Butte and Millican, so, in case the records are forwarded, would suggest that all of these notes be included.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

E. A. Skelley,
Chief Draftsman.

EAS:ER

...AN, PORTLAND
...EDFORD
...LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

June 22, 1931.

RECEIVED
JUN 2[illegible] 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention: Mr. E. A. Skelley

Dear Sir:

I refer to your letter of June 18th regarding the maps on the Central Oregon Highway from Horse Ridge.

Under separate cover I am sending you the 400' map of the Millican-Hampton section, which I found in John Runge's files.

I think that there will be some slight change in a curve at the west end as the line west of there was afterwards revised by Henry Hackett. You should have in your office the 400' scale map of the Dry River-Millican section as we have a print of Mr. Hackett's revised line in this office which was sent to us by you.

After the final estimate went in on the Horse Ridge-Dry River section and the Dry River-Millican Section, we started to make a 100' scale map of both but as yet we have been unable to finish it as the man making the map was transferred to another party. The notes on these two sections are also in this office. I will see if I can not get somebody to finish the maps in a short time.

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Lytle
K. D. Lytle
Div. Office Engineer

kdl/c

June 15, 1931.

Mr. C. N. Wanser,
Division Highway Engineer,
Bend, Oregon.

Dear Sirs Attention: Mr. K. D. Lytle

We wish to make 400-foot scale final construction maps of the Central Oregon Highway, between Bend and Burns, but have no maps showing the necessary data between Horse Ridge and Hampton. This embraces the Horse Ridge-Dry River, Dry River-Millican and Millican-Hampton Sections.

We have no field construction maps for any of these sections, and no alignment notes except for the Millican-Hampton Section.

Would be pleased to have you forward these data at your early convenience.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

E. A. Skelley,
Chief Draftsman.

EAS:ER

OREGON STATE HIGHWAY COMMISSION

December 6, 1930.

Mr. C. W. Wanser,
Division Engineer,
Bend, Oregon.

Dear Sir: Attention: Mr. K. D. Lytle

Reference is made to your letter of December 4th in regard to the 100-foot detail map of the Dry River-Millican Section.

Our inquiry for this map was made in line with the policy of requiring a map, profile and alignment notes to be submitted with the final records of each job. As this map is supposed to be a part of the final records submitted by the Resident Engineer, believe it would be advisable to put on the revisions in your office.

When the map is completed, would be pleased to have you forward same along with the alignment notes to this office, as we wish to prepare a 400-foot scale final map of this highway as soon as the necessary data is obtained.

We have been unable to locate the 400-foot detail map of the Millican-Hampton Section in this office. If this map is in your office, and is not in use, would be pleased to have you forward same to this office.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

R. A. Shelley,
Chief Draftsman.

RAS:ER

...BUZER, CHAIRMAN, PORTLAND
...GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

December 4, 1930.

Mr. H. A. Skelley
Chief Draftsman
State Highway Department
Salem, Oregon

Dear Sir:

In reply to your letter of November 25th., regarding a 100' detail map of the Dry River-Millican section, beg to advise that this map is in this office.

The revised alignment on this section has never been put on this map. Will you kindly advise as to whether or not you want us to do that here ?

DEC 5 1930
OREGON
STATE HIGHWAY COMMISSION

Yours very truly

C. W. Wanzer
Division Engineer.

By K. E. Lytle
K. E. Lytle
Div. Office Engineer

kll/c

...DUZER, CHAIRMAN, PORTLAND
...ATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

November 25, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Resident Engineer,
Oregon State Highway Dept.,
Bend, Oregon.

Dear Sir:

Reference is made to the final records of the Dry River-Millican Section, which records were recently submitted to this office. Please advise what disposition was made of the 100-fot detail map and alignment notes of this section.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

E. A. Skalley,
Chief Draftsman.

EAS:ER

cc to C. E. Warner

PR147C

PR#

Feb. 26, 1931.

Johnson Brothers Company,
Baldwin Hotel,
Klamath Falls, Oregon.

Gentlemen:

Reference is made to your letter of February 9th, relative to the Dry River-Millican Project.

As it is seldom that our contractors express dissatisfaction with their final estimates, we are very much disappointed to learn that you have the feeling that we have under estimated the quantities of excavation and embankment construction work performed, and to satisfy ourselves that no mistake has been made, we have made a thorough analysis of the job and have carefully compared the final quantities with the quantities originally estimated. The analysis and comparison has proved to us quite conclusively that all quantities of work performed have been allowed for, and we are in hopes that your conclusion will be the same after you have analyzed the information with which we are providing you.

We are sending under separate cover two profiles of the work, one being the preliminary profile, copy of which you had at the time you bid, and the other being the construction profile based on the work as actually performed. On the construction profile, are shown both the preliminary (planned) distribution of quantities, and the distribution of quantities as actually made, this being done so that a comparison of the two distributions can readily be made. If you will make a careful comparison of the quantities shown in the two distributions, comparing excavation quantities with excavation quantities and embankment quantities with embankment quantities in each case, you will find that they check surprisingly closely, indicating that the work was performed with very few changes from the original plans, and indicating that, if errors amounting to a considerable total were made, they must have been small errors and there must have been many of them. Any very large errors in either the preliminary

quantities or the final quantities would be apparent from the comparison.

A comparison of the total final estimate quantities with the totals which appear in the summary at the end of the preliminary profile is made somewhat complicated by the fact that the totals in the summary include an allowance of approximately 5,000 cubic yards for contingencies which did not develop, and by the fact that the quantities shown for common excavation and common embankment were figured for measurement "in excavation," and, therefore, include an allowance for shrinkage of approximately 5,500 cubic yards which did not materialize for the reason that approximately one-half of the materials were measured "in embankment," as provided for in the contract. When these two items, the aggregate of which is 11,000 cubic yards, are subtracted from the gross total of the 86,800 cubic yards of excavation shown in the preliminary summary, the net balance is found to be 75,800 cubic yards. The final estimate quantities total 76,506 cubic yards, which, instead of being less than the net preliminary estimate, is approximately 1,000 cubic yards in excess of that estimate.

Checking this back in another way, we find that the embankment quantities shown on the preliminary profile total 71,688 cubic yards as compared with 72,888 cubic yards shown on the final profile. The difference in embankment quantities, therefore, checks very closely the difference in excavation quantities.

If you will subtract from the 72,888 cubic yards of embankment shown on the final profile, the 37,438 cubic yards of common embankment allowed in the final estimate, you will find that for the remaining 35,448 cubic yards of embankment, you were allowed 39,052 cubic yards of excavation. This figures an average shrinkage of 9.2 per cent on the excavation quantities including solid rock. If the swell on the solid rock were assumed to be twenty per cent, the allowed shrinkage on the common materials would figure 14 per cent, which is another indication that our figures are consistent and free of errors.

Your information to the effect that the original quantities did not contemplate three to one slopes on embankments less than three feet in height appears to be incorrect. You will note that the typical cross-section shown on the profile which you had at the time you bid indicates that the use of three to one slopes was contemplated. Your information relative to the channel change in mile 21 not having been contemplated and included in the preliminary estimates of quantities, is not in conformity with facts, as you will note if you will refer to the notes and the sketch which appears between Stations 1145 and 1165 of the preliminary profile.

The analysis of the job which has made it possible for us to point out to you the facts which we have mentioned above, has not uncovered a single indication that any error has been made or that the pay quantities have been under estimated in any respect. We are, therefore, satisfied in our own minds that you have been compensated fully and fairly, and we feel sure that if you will analyze the job in as much detail as we have, you will come to the same conclusion.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:ER

cc to K. D. Lytle

STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

	Location			Final Construction			
Mile	Com. Ex. & Em	S. R	O. H	Com. Ex.	Com. Em	S. R.	O. H.
20	6100	500	—	4891.2	1825.8	494.1	46
21	12434	—	1865	11415.0	1994.5	—	13395.4
22	10944	—	1150	8805.0	2342.6	—	5202.9
23	8758	—	1380	5121.4	4107.0	—	6231.8
24	17954	336	460	1694.0	12626.5	414.9	511.1
25	13080	2595	385	1973.7	9054.8	2868.2	547.1
26	8287	—	325	1389.9	5487.4	—	384.5
	77547	3431	5515	35290.2	37438.6	3777.2	26318.8
		80,978.0		72,728.8			
					76,506.0		

STATE OF OREGON
HIGHWAY DEPARTMENT

TABULATION SHEET

	Location	Final Construction	Difference	
Mile	Emb.	Emb	Plus	Minus
20	5860	6478.9	618.9	
21	10809	12207.4	1398.4	
22	9517	9992.0	475.0	
23	9613	9491.7		121.3
24	13928	13398.6		529.4
25	14752	14714.3		37.7
26	7210	6603.1		606.9
	71689	72886.0	2492.3	1295.3
		71689.0	1295.3	
		1197.0	1197.0	

The final emb. quantities exceed the Loc. by 1197 Cu. Yds.

STATE OF OREGON — TABULATION SHEET

HIGHWAY DEPARTMENT

Mile	1 Location Total Quantities	2 Final Const. Total Quant.	3 Final Const. Total Quant. plus 15% of Com. Emb	Diff. bet 1 & 3 Plus	Diff. bet 1 & 3 Minus
20	6600	7211.1	7485.0	885.0	
21	12424	13409.5	13908.6	1284.6	
22	10944	11147.6	11499.0	555.0	
23	8758	9228.4	9844.5	1086.5	
24	18290	14735.4	16629.3		1660.7
25	15675	13896.7	15255.0		420.0
26	8287	6877.3	7700.4		586.6
	80978	76506.0	82121.8	3811.1	2667.3
			80978	2667.3	
			1143.8	1143.8	

Johnson Brothers Company

GENERAL CONTRACTORS

BALDWIN HOTEL

KLAMATH FALLS, OREGON

February 9, 1931

State Highway Commission
Salem, Oregon

Gentlemen:

I am returning herewith the final account of Johnson Brothers Company on the Dry River-Millican job, showing a balance due of $748.24. Some time ago when I was in Salem I discussed this matter with you, and subsequently Mr. David Johnson of our company interviewed the engineers at Bend with reference to the work, and we found that it would cost us more than the job is worth to have the line re-surveyed, so we have decided to accept this settlement in lieu of any further controversy in the matter.

To our mind we feel that for some reason or other we have been unjustly discriminated against in completing this work before the time was due, and without any difficulty to your office. We had the work practically completed within sixty days after the letting of the contract, whereas other contractors in the same general locality have exceeded their time in many instances. The figures on the final settlement show 10,286.4 yards less than the original estimate. Then there were channel changes at mile post 21 which should have increased the yardage to a considerable extent. Furthermore the change of slope under three feet was three to one, whereas the original was one and one half to one. This should increase the yardage, say approximately a thousand yards. The pipe changes, of course, did not make any difference as we were paid for them as the work progressed. The increase in overhaul was also a considerable cost to the contractors and was not anticipated at the time the bid was made. The job actually cost us $23,000.00, without considering cost of rentals of equipment or anything else, and we feel that there should be some adjustment made at some future time. However, knowing the conditions that we would be placed in by running up the cost to two or three thousand dollars by re-surveying it, we will have to accept this settlement at this time.

Very truly yours,

JOHNSON BROTHERS COMPANY

By W. C. Van Zumm
Secretary.

WCVE:VP
Enc.

PRE
Dry River-Millicoma
Inspection

RR 147C

December 16, 1930.

Mr. C. W. Wenser,
Division Engineer,
Oregon State Highway Department,
Bend, Oregon.

Dear Sir:

An attorney representing Johnson Brothers of Klamath Falls called at the office this morning and interviewed Mr. Klein relative to the final estimate for the grading of the Dry River-Millicoma Section.

The fact that the amount of the final estimate is considerably less than the original contract amount has led Johnson Brothers to believe that some error has been made, and at Mr. Klein's suggestion they will shortly arrange to go into this matter with you. For your use in this connection, we are today sending to you by express the final records for the work, which records should, of course, be returned to us as soon as the conference with the contractors is completed. We are enclosing herewith a copy of the final pay voucher so that you will have accurate information as to the quantities and amounts which have been allowed.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

PR 147C

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 147-C

Post Office Building
Portland, Oregon.

Aug. 15, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. S. Caufield
L. S. Caufield
Highway Engineer

Encl.

ron

A4pr7202

Form P. R. 2

State Oregon

Project No. 147, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5818

Form P. R. 1

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of June, 1930

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of December, 1928, a project statement, which was approved by the Secretary on the 23rd day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 22nd day of April 1930, and approved by the Secretary on the 21st day of July, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand, one hundred ninety and 32/100

dollars ($17,190.32) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices estimate as approved by the Secretary, except that [illegible] than the estimate so approved [illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count _____ of _____
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____
(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 1083+00 in the S.½ of Sec. 24, T.19 S., R.14 E., W.M., at the east end of Section B of said project, and survey station 1442+00 in the S.E.¼ of Sec. 36, T.19 S., R.15 E., W.M., terminal points, a distance of 6.792 miles, known locally as the Dry River-Millican Section of the Central Oregon Highway between Bend and Burns, Deschutes County, being Section C of Oregon Federal Aid Project No. 147.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ---- Chap. 175, Laws of 1917; Chap. 31, Laws of 1920. (Include amount, date, and citation of act of legislature by which authorized)

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of seventeen thousand, one hundred ninety and 32/100 ($17,190.32) dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-eight thousand, seven hundred ninety-seven and 12/100 ($28,797.12) dollars, the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county) (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** ..... of **Oregon**
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927.**

(Include reference to statute authorizing funds and probable amount annually available)

.....

.....

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to

(Official depositary)

of the Highway Department for that purpose and authorized under the laws of said

STRICKEN OUT

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

STRICKEN OUT

*(b) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 19th day of July, 1930

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By [signature]
Chairman, State Highway Commission
(Title of officer)

By [signature]
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

[signature]
Secretary of Agriculture.

8—6518

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 1083+00 in the S.½ of Sec.24, T.19 S., R.14 E., W.M., at the east end of Section B of said project, and survey station 1442+00 in the S.E.¼ of Sec.36, T.19 S., R.15 E., W.M.,

locally known as the Dry River-Millican Section of the Central Oregon Highway between Bend and Burns, Deschutes County, Section C of designated in the records of this Department as Project No. 147, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 28,797.12 Section C of as the total estimated cost of said project, and the sum of $ 17,190.32 Section C of authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the percentage said total estimated cost.

Done at the city of Washington, this 29th day of July one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting Secretary of Agriculture.

Ans

PR147C

Union Indemnity Company

August 6, 1930

Hansen & Rowland, Inc.
405 Failing Building
Portland, Oregon

Attention: M. L. Gilbert

Gentlemen:

Replying to your inquiry of the 5th instant concerning the contract awarded to Johnson Brothers Company for the construction of the Dry River-Millican Section of the Central Oregon Highway in Deschutes County, wish to say that our records show that up to July 15th there had been earned on this contract the sum of $21,473.71 and that we had paid to the contractor the sum of $19,510.27. Our retained percentage is now $1,963.44. The amount of the uncompleted work is approximately $4700.00, which, together with the retained percentage, equals the sum of approximately $6,600.00, payable to the contractor under the original contract when it is complete. The job was approximately 81% complete on July 15th.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

Union Indemnity Company

A Division of Insurance Securities Company, Inc.

Union Indemnity Building
New Orleans, La.

HANSEN & ROWLAND Inc.
General Agents
Washington, Oregon, Idaho, Alaska
Washington Bldg., TACOMA, WASH.

PORTLAND OFFICE
405-6 FAILING BUILDING

PORTLAND, OREGON

August 5, 1930.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Johnson Bros. Co., Klamath Falls, Ore.

The above contractors submitted financial statement to this office and show thereon an item of $19,674.34 due them as of June 30, 1930, for work actually completed and $7500.00 retainage due August 1, 1930, on a contract amounting to $26,179.20 with extra work shown as $995.14 making the total of the contract $27,174.34.

Will you kindly advise whether or not the above amounts are correct as of 6/30/30.

Thanking you in advance for your early attention to this matter, we are

Very truly yours,

HANSEN & ROWLAND, Inc.

By W. L. Gilbert

July 15

DB

earned 21,473.71
ret'g 1963.42
ad 19,510.29

To complete 80

AUG 1930

ANSWERED
H. B. C.

Form 39—D14454—2500—11-29

PR 147C

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 4, 1930

Job name Haseltine Bridge
Lee Grading

Week from July 28 to Aug 2

Highway Central Oregon

Mail address Bend

County Deschutes Job prefix 92H

Telegraph or telephone address "

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Johnson Bros. Co —

RECEIVED
AUG 7 1930
OREGON
STATE HIGHWAY COMMISSION

Work not completed & Contractor has moved equipment onto Sec. 2 —

Some field work necessary in connection Section No 1 to Set

Final Report

(See back of this sheet for instructions and detailed information.)

Signed H H Hackett

Title District Engineer

GRADING CONSTRUCTION

Total miles of grading in project 6.5

Miles completed 6.5

Miles completed ~~except finishing~~ 6.5

Total cubic yards in project 86800

Cubic yards moved to date 86800

Miles covered by contractor's forces Work all done

Miles cross-sectioned 6.5

Miles cross-sections completed and checked 6.5

Miles to be remeasured a few sections

Number men in Engineering Party 4 Chf. Inst.

Contractor's average force for week 2 men,

0 teams, 0 steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 147C

May 19, 1930

Johnson Brothers Company
Baldwin Hotel
Klamath Falls, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Dry River-Millican Section of the Central Oregon Highway in Deschutes County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S
Enc.

H. B. Glaisyer
Chief Clerk

PR-1

May 14, 1930.

Mr. H. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement covering the Dry River-Hillicum Section, Oregon Project No. 147-C.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prohart
Office Engineer

Dict by J. H. Nash/AF
Enclosures.

Oregon State Highway Department — Project No. 147-C.

DEE RIVER-MILLICAN SECTION OF THE CENTRAL OREGON HIGHWAY

IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, May 12, 1930.

All Required	Clearing and Grubbing		$ 700.00
43,000 cu.yds	Common Embankment	.20 low bid	8,600.00
40,000 cu.yds	Common Excavation	.20 " "	8,000.00
3,800 cu.yds	Solid Rock Excavation	1.15 " "	4,370.00
6,000 yd.sta.	Overhaul	.03 " "	180.00
460 lin.ft	18" Concrete Pipe	2.51 26 low	1,229.90
80 lin.ft	24" Concrete Pipe	3.69 "	194.80
420 lin.ft	36" Concrete Pipe	6.94 "	2,914.80
		Sub-total	$26,179.20
		10% Engr. & Cont.	2,617.92
		Total	$28,797.12

Length of Project — 6.899 miles

Cost per mile — $4,174.10

State Funds Available	$11,606.80
Federal Aid Requested	17,190.32 (59.6945+%)
	$28,797.12

State Funds for Construction - Chapter 175, Laws 1917; Chapter 31, Laws 1920

State Funds for Maintenance - Chapter 41, Laws 1927.

Form 39—D14454—2500—11-29

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 12, 1930

Job name Dry River - Millican Week from May 5th to May 12

Mail address Bend

Highway Central Oregon Telegraph or telephone address "

County Deschutes Job prefix P.H. Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractor Johnson Bros. moved in their equipment & this week, setting up camp at the Millican Ranch.

They have the following equipt on hand & in use,

2 - McMillan Fresnos,
1 - 60 Bent Cat
1 - 75 " "
2 - 30 Cats
1 - 10' Grader
1 - Compressor outfit
1 - Jumble Bug digger.

The Began Work on May 7th & have 4100 Lin ft of clearing done and opened 1/2 mile roughed in

(See back of this sheet for instructions and detailed information.)

Signed H. H. Hackett

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 6 8

Miles completed 0

Miles completed except finishing 0

Total cubic yards in project 86800

Cubic yards moved to date —

Miles covered by contractor's forces 1

Miles cross-sectioned 1 3

Miles cross-sections completed and checked —

Miles to be remeasured all

Number men in Engineering Party 5

Contractor's average force for week 15 men,

2 - Fresno Scrapers.
1 - Tumble Bug teams, 1 Caterpillar steam shovels

Grading work will be completed about Nov 30 - 20

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

April 24, 1930.

Mr. H. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

In reply to your letter of April 23, relating to the Dry River-Millican grading project (federal aid project No. 147-C), this will advise that the following conditions have led to our providing that a part of the roadbed construction will be paid for on an embankment measurement basis.

On a large part of this particular project, the bedrock is very close to the ground surface, being exposed in many places. This fact makes it necessary to obtain borrow materials from very irregular areas, and results in the borrow pits being very shallow and irregular in depth as well as area. These conditions make it practically impossible to measure the borrowed excavation with any degree of accuracy, and we have accordingly adopted the embankment measurement basis as the logical basis for the determination of the pay quantities.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

April 23, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to Oregon Federal Aid Project No.147-Sec. C, bids for which are to be opened on April 24th.

It is noted that a large portion of the excavation is to be paid for as embankment. In this connection, reference is made to our letter of June 24, 1929, relative to Oregon Federal Aid Project 147-A, in which we requested that where excavation was to be measured in embankment the method should be justified by letter at the time the project was submitted.

Will you please advise at your early convenience as to the reasons for measuring quantities in this manner.

Very truly yours,

W. H. LYNCH
District Engineer.

FORM 2-C-1 8-6804 500 8-27

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR 147C

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

April 19, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert.

Dear Sir:

Enclosed herewith please find Division Engineer's Estimate of Cost for the following projects:

Surfacing the ~~Bend-Horse~~ Ridge Section and Grading the Dry-River-Millican Section. Both on the Central Oregon Highway.

Yours very truly

K. D. Lytle
Ass't. Division Engineer

By H. N. Hackett
H. N. Hackett
Div. Office Engineer

HNH:C
Enc.

April 18, 1930.

Division Engineer's

Estimate of Cost for Grading

The

Dry River-Millican Section

Central Oregon Highway

Based on quantities as shown in proposal.

1.	Clearing & Grubbing	Lump Sum		500.00
2.	Common Embankment.	43,000 cu.yds.	@ .28	12040.00
3.	Common Excavation.	40,000 " "	" .35	14000.00
4.	Solid Rock Excavation	3800 cu. yds.	@ 1.50	5700.00
5.	Overhaul	6000 " "	" .05	300.00
6.	18" culvert pipe.	490 lin. ft.	@ 2.50	1225.00
7.	24" " "	50 " "	@ 3.50	175.00
8.	36" " "	420 " "	@ 6.00	2520.00
	Total Estimated Cost			36460.00

PR— 147 C.

April 16th, 1930

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
[illegible]
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans, and five sets of special provisions covering the Dry River-Williams Section, Project No. 147 C. Under separate cover we are sending [illegible] sets of blue print plans, and one set of original cross sections. The additional plans will be sent within the next few days.

Very truly yours,

ROY A. KLINE
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash ; Tp

Enc.

Oregon State Highway Department — Project No. 167-C

BEN RIVER-BELLIGAN SECTION OF THE CENTRAL OREGON HIGHWAY

IN DESCHUTES COUNTY

(Estimate with plans. Not on basis for project agreement.)

Salem, Oregon, April 10, 1930.

All Required	Clearing and Grubbing		$ 700.00
45,000 cu.yds	Common Embankment	.30	12,900.00
40,000 cu.yds	Common Excavation	.40	16,000.00
3,900 cu.yds	Solid Rock Excavation	1.25	4,750.00
6,000 yd.sta.	Overhaul	.04	240.00
490 lin.ft	18" Culvert Pipe	3.00	1,470.00
50 lin.ft	24" Culvert Pipe	4.00	200.00
420 lin.ft	36" Culvert Pipe	6.50	2,730.00
		Sub-total	$ 39,090.00
		10% Engr. & Cont.	3,909.00
		Total	$ 42,999.00

Length of Project 6.899 miles
Cost per mile $6,216.00

State Funds Available	$16,109.18	
Federal Aid Requested	$26,889.82	(62.23%)
	$42,999.00	

CONTRACT #1184,

SEE:

CONTRACT #1090,

24

1184 SPE: Contract 1090

CONTRACT #1186,
1190, 1192,

PR 144-E Berry Creek-Sutton Lake Sec. 1930

1186, 1190, 1192

FORM 0-4-1 10574 7500 9-54

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. MCALISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

144-E

112.2

OREGON STATE HIGHWAY COMMISSION
SALEM

Oct. 1, 1954.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. N. BISHOP

Dear Sir:

Please refer to your letter of Sept. 12th, sending me excerpts from the report by the Bureau of Public Roads Maintenance Inspector. I wish to report as follows:

Federal Aid Project No. 113-A: Wooden gutters have been removed and shoulders bladed and smoothed up.

Federal Aid No. 128-C: The surface between Reedsport and Winchester Bay should have been smoother on the second inspection than on the first because we patched out some of the worst dips under extra gang order No. 10 MW-107, total expenditure $1158.00 and resealed 3.0 miles on this section with an O-50 specification during the month of June at a cost of $2921.00. However this section is still quite rough and wavy due to settlements of soft peat soil in the draws. We plan next year to have our paving plant set up at Reedsport and this will make a considerable improvement in the riding quality. The recent placing of traffic stripes on this section accentuates the roughness.

Federal Aid No. 144-E: Ditches are being cleaned and the shoulders have been moved during September. Ditches on this section are kept free of vegetation and slides all Winter and during the Summer the rapid growth of vegetation probably got ahead of the boys. No water runs in any of the ditches in this section during the Summer.

Forest Road #8 Scottsburg-Reedsport Surface: This section has been bladed at least once a week and frequently twice a week all this Summer. At present it is being bladed twice a week regularly. In dry weather corrugations rapidly appear. The surfacing is practically worn out. Ditches and shoulders are being worked with blade. This is the section concerning which I wrote Mr. Baldock September 18th, 1954.

I note that the Forest people will not resurface this road unless it is widened and further that a light resurfacing of this project is to be included in the tentative budget of State funds for next year.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
cc. Bureau of Public Roads.

EAC:AWF

PR 144E

April 27, 1932

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
New Postoffice Building,
Portland, Oregon.

Dear Sir:

In response to your communication of April 22, regarding the estimate and special provisions covering Oregon F.A.P. No. 144-E, Berry Creek-Sutton Lake Section of the Oregon Coast Highway:

When we surfaced this project we included the quantities for bituminous macadam construction with the provision that if the rock did not break satisfactorily, we would reduce the quantities to fit an oil surface treatment specification. After getting out enough bituminous macadam rock for approximately 2½ miles, it became so difficult that we requested the contractor to change the screens and crush rock satisfactorily for oil treatment only. The character of rock that we did produce was excellent and I would appreciate your approval of the construction of the 2½ miles of bituminous macadam construction proposed in view of the fact that ultimately we will be able to open up other sources of rock and complete the construction of the remainder of this section with the bituminous macadam specification.

Very truly yours,

State Highway Engineer.

RHB:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

RECEIVED
APR 25 1932
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREG.

April 22, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged today of estimate and special provisions covering Oregon F.A.P. No. 144-E, Berry Creek-Sutton Lake section of the Oregon Coast Highway.

This project was originally approved for grading, surfacing and oil surface treatment. It is noted that the improvement has been changed to provide for 2-1/2 miles of bituminous macadam in place of the oil treatment.

While we were informed verbally that a small amount of surface treatment was to be changed to bituminous macadam, it was our understanding that this was to be through the town of Florence, whereas the plans just received show this construction to be at the north end of the proposed work at Berry Creek.

Before recommending approval we wish a statement as to the reasons justifying the placing of a bituminous macadam on this portion of the work.

As bids are to be received within a few days it is suggested that the required information be submitted promptly.

Very truly yours,

W. H. LYNCH

#1186
Lane Co

PRIVATE

August 19, 1931

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1186 for the construction of the Berry Creek-Sutton Lake Section of the Oregon Coast Highway in Lane County, consisting of 3.99 miles of grading, has been completed by the contractor, Earl L. McNutt, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 29th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid on the above contract and which will include the final payment will be $106,309.50. Of this amount $224.70 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Form 30—F-20138—5M—1-31

PP 144 E

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 13, 1931

Job name Berry Creek-Sutton Lake Sec. Grading

Week from 8th to 14th

Mail address Florence, Oregon.

Highway Oregon Coast

Telegraph or telephone address " "

County Lane Job prefix 20-F 1

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor finished grade at North end of project.

Project completed June 12th.

Party:

Office, working on final estimate.

RECEIVED
JUN 15 1931
OFFICE OF
DIVISION ENGINEER
DIST. 1

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information)

Signed E E Wright

Title Res. Engr.

A4pr 7266

GRADING CONSTRUCTION

Total miles of grading in project 3.9

Miles completed 3.9

Miles completed except finishing --

Total cubic yards in project 234,000

Cubic yards moved to date 241,000

Miles covered by contractor's forces 39

Miles cross-sectioned 3.9

Miles cross-sections completed and checked 3.9

Miles to be remeasured

Number men in Engineering Party 4

Contractor's average force for week 4 *men,*

-- *teams,* 1 Tractor *steam shovels*

Grading work ~~will be~~ completed ~~about~~ 6/12/31

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 20-PM *Percentage* 8
2. 20-IK *Percentage* 27
3. 20-IO *Percentage* 58
4. 94-CE *Percentage* 7

A4pr 7266

Oregon Emergency Federal Aid Project No. 144, Section E.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 7, 1930, by the State Highway Commission of Oregon, and on July 31, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 144, Section E, now designated as Oregon Emergency Federal Aid Project No. 144, Section E; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section E to provide for the construction of oil treated broken stone surfacing over its entire length; and by reason thereof has requested that the estimate of cost approved for said Section E be increased from $127,418.50 to $163,205.57, and that the Federal funds approved and set aside to the credit of said Section E be increased from $79,292.53 to $81,175.92; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be provided to cover the State's share, in whole or in part, of the cost of construction eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of

Agriculture that the plans, specifications and estimates be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of eighty-one thousand, one hundred seventy-five and 92/100 dollars ($81,175.92) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article I shall read:

> "Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:
>
> (a) By the State, $33,903.65, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds", together with any additional amount necessary to cover the State's share of the cost of construction shall be met from State funds available for expenditure by the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (b) of Article III shall be and is hereby stricken out.

Paragraph (c) of Article III shall read:

> "(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $149,070.57, Federal Aid $72,379.71; one bridge, approved estimate $14,135.00, Federal Aid $8,796.21."

To Article III shall be added paragraph (d) to read:

"(d) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of eighty-one thousand, one hundred seventy-five and 92/100 dollars ($81,175.92), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixty-three thousand, two hundred five and 57/100 dollars ($163,205.57), the approved total estimated cost of Section B of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 26th day of March, 1931, and

the Secretary of Agriculture on the 27th day of April, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By H. S. Vaughan
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By C. H. Stanton
Member, State Highway Commission

R. W. Newlon
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 144, Section H.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 321+00 in the N.W. ¼ of Sec. 35, T.17 S., R.12 W., and survey station 536+30 in the S.W.¼ of Sec. 10, T.17 S., R.12 W., W.M.,

locally known as the Berry Creek-Sutton Creek Section of the Roosevelt Coast Highway between Coos Bay and Hebo, Lane County, and designated in the records of this Department as Project No. 144.1, Emergency Federal Aid Section B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 163,205.57 in lieu of the $79,292.53 approved by Certificate of July 31, 1931, Section B of as the total estimated cost of said project, and the sum of $ 81,175.92/ as the share of the United States, payable under said acts on account of Section B of such project, which does not exceed authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27th day of April one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting *Secretary of Agriculture.*

Ans

GOVERNMENT PRINTING OFFICE 8—4630

March 4, 1941.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement covering the Berry Creek-Sutton Lake Section, Project No. 144-B. Six copies of cost analysis covering the preliminary oil treatment are likewise enclosed.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/EM.

encl.

Oregon State Highway Department — Emergency Project 144-E

BERRY CREEK-SUTTON LAKE SECTION

OF THE ROOSEVELT COAST HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, January 24, 1931.

CLEARING

All Required		Clearing and Grubbing		$17,965.00
219,000 cu. yds.		Excavation, Single Classification	$0.27	59,130.00
16,000 cu. yds.		Sand Borrow	0.27	4,320.00
238,000 yd. sta.		Overhaul	0.02	4,760.00
16,000 yd. mi.		Truck Haul	0.30	4,800.00
150 cu. yds.		Class "A" Concrete	26.00	3,900.00
12,000 lbs.		Metal Reinforcement	0.06	720.00
600 lin. ft.		Timber Piling	1.00	600.00
150 cu. yds.		Riprap	5.00	750.00
260 cu. yds.		Backfill for drains	3.00	780.00
1,100 lin. ft.		12" Concrete Pipe	1.20	1,320.00
1,000 lin. ft.		18" Concrete Pipe	2.50	2,500.00
350 lin. ft.		24" Concrete Pipe	3.00	900.00
80 lin. ft.		60" Concrete Pipe	6.00	360.00
1,600 lin. ft.		6" Porous Drain Tile	0.40	640.00
		Sub-total		$102,925.00
		10% Engr. & Cont.		10,292.50
		Total, grading		$113,295.50

SURFACING

7,870 cu. yds.		Sub-base Course Surfacing	1.45	$ 11,400.20
3,000 cu. yds.		Base Course Surfacing	1.55	4,650.00
1,750 cu. yds.		Top Course Surfacing	1.65	2,854.50
23,000 yd. mi.		Hauling Broken Stone, Truck Measure	0.14	3,220.00
2,200 cu. yds.		Gravel Shoulders	0.40	880.00
4,200 yd. mi.		Hauling Shoulder Gravel	0.16	672.00
2,300 cu. yds.		Earth Filler	0.30	690.00
5,700 yd. mi.		Filler Haul	0.16	912.00
460 M-Gal.		Sprinkling	2.00	920.00
1,180 cu. yds.		Common Overburden	0.25	295.00
2,750 cu. yds.		Solid Rock Overburden	0.60	1,650.00
41,000 sq. yds.		Oiling	0.12	(Est)4,920.00
		Sub-total		$52,553.70
		10% Engr. & Cont.		5,255.37
		Total, Surfacing		$55,787.07
		Sub-total, roadway		$155,518.70
		10% Engr. & Cont.		15,551.87
		Total, roadway		$149,070.57

SUTTON LAKE BRIDGE

220 cu. yds.	Excavation	$5.00	$1,100.00
20 " "	" below plans	5.00	100.00
1,200 lin. ft.	Foundation Piling	0.50	600.00
35 cu. yds.	Seal Concrete	22.00	770.00
190 " "	Class "A" Concrete	24.00	4,560.00
95 " "	Class "D" Concrete	24.00	2,280.00
52,000 lbs.	Metal Reinforcement	.045	2,340.00
220 lin. ft.	Concrete Handrail	5.00	1,100.00
	Sub-total		$12,850.00
	10% Engr. & Cont.		1,285.00
	Total		$14,135.00

Length of Project, including bridge 5.898 miles
" " Sutton Lake Bridge .021 "
" " Project, excluding bridge 5.877 "

Cost per mile $38,440.97

Estimated per cent complete on Sept. 1, 1931, — Surfacing 75%
Bridge 100%

SUMMARY

Item	Total Cost	Federal Aid	Federal Emergency Advance Funds	State Funds
Grading	$113,285.80	$70,496.82 (62.25%)	$ - -	$42,787.18
Surfacing				
Work done prior to Sept. 1, 1931	26,840.80	1,412.54 (5.262+%)	21,401.71 (79.753+%)	4,026.05
Work done Subsequent to Sept.1,1931	8,946.77	470.85 (5.262+%)		8,475.92
Totals (Rdwy.)	$149,070.57	$72,379.71	$21,401.71	$55,289.15
1 Bridge	14,135.00	8,796.21 (62.25%)	- -	5,338.79
Totals (All Work)	$163,205.57	$81,175.92	$21,401.71	$60,627.94

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

" " " Maintenance: Chapter 41, Laws 1927.

BERRY CREEK - SUTTON LAKE

ANALYSIS OF COST

PRELIMINARY OIL TREATMENT

PROJECT NO. 144-2

	Per Sq. Yd.
Preparing Base	$ .020
No. 3 Oil	.054
Heating, Hauling and Spreading Oil	.015
Aggregate	.030
Loading, Hauling and Spreading Rock	.027
Moving and Setting Up Plant	.008
Supervision	.008
	$ .163 per sq. yd.

#1142
Lane Co
1R144E

January 30, 1931

Honorable C. P. Barnard
County Judge of Lane County
Eugene, Oregon

Dear Sir:

Reference is made to your letter of the 29th instant concerning the claim of Mr. V. C. Mowreader against Leisch & Tofte being for furnishing of about $146.00 worth of piling to Leisch & Tofte in connection with the construction of the bridge over Sutton Creek on the Roosevelt Coast Highway.

Mr. Mowreader wrote us concerning this claim some time ago and we replied to him to the effect that we could not make any deductions from the amounts due Leisch & Tofte under their contract but we offered him for protection the bond furnished by Leisch & Tofte in connection with this work and told him to take the matter up with the bonding company, if he did not secure satisfaction by so doing then he would still have recourse to action in the Courts and should file notice of his claim with the Secretary of State in accordance with the Provisions of Section 2991 of the Oregon Laws for 1920.

We have no knowledge of Mr. Mowreader's claim other than the letter from him stating that he had a claim against this contractor. We do not doubt the legitimacy of the claim, however, by having only Mr. Mowreader's notice we do not believe it would be quite fair to the contractor to inconvenience him by holding up moneys due him until his claim has been paid. Leisch & Tofte may have some very good reason for not having paid off this account before now. You will appreciate the fact that it would be quite a task to investigate all claims that are filed against contractors and that it would take an endless amount of time to investigate all of them thoroughly. It seems to us that inasmuch as a bond has been furnished for the protection of claims that they should be sufficient. We might also state that final payment is not made to contractors on their work until they sign a statement to the effect that all legitimate claims against their work have been paid.

C. P. Barnard — [redacted] 1/30/31

Our dealings with Leiseh & Tefte indicate to us that they are responsible contractors and we have no reason to believe that they will not eventually take care of Mr. Newreader's claim. We have already notified the bonding company of this claim but should you care to take it up with them yourself can say that this bond was written by the Standard Accident Insurance Company for whom A. D. Trunkey is local agent with offices in the Spalding Building, Portland, Oregon.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

Lane County Court

OFFICE OF C. P. BARNARD, COUNTY JUDGE

EUGENE, OREGON

COMMISSIONERS' COURT
FIRST WEDNESDAY
OF EACH MONTH

January 29, 1931

JAN 30 1931

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In the construction of the Sutton Creek bridge, Liesche & Tofte purchased from Mr. V. C. Mowreader, about $148.00 worth of piling.

Mr. Mowreader states that he has presented his bill to Liesche & Tofte, also has written the State Highway Commission regarding same, but has received no satisfaction whatever. As they are under contract at the present time for another bridge, it would seem that in fairness to Mr. Mowreader, if the bill is correct and there is no dispute, the amount should be deducted from one of their payments unless they willingly pay the bill themselves.

Trusting you will give this matter you consideration, I am

Yours very truly,

C. P. BARNARD,

C. P. Barnard

Lane County Judge.

CPB:OC

ANSWERED
H. B. G.

PR 144-E

Jan. 12, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate, five bid proposals and five sets of specifications for oil treatment to accompany the surfacing specifications for the Berry Creek-Sutton Lake Section, Project No. 144-E. We are likewise sending, under separate cover, five blueprint copies of sheet No. 2, which has been revised to show the typical surfacing section and the surfacing quantities.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Project No. 144-E

[illegible] CREEK-SUTTON LAKE SECTION

OF THE [illegible] COAST HIGHWAY IN LANE COUNTY

(Estimate with specifications. Not as basis for modified agreement.)

Salem, Oregon, January 12, 1[illegible]

Grading

All Required		Clearing and Grubbing		$27,[illegible].00
219,000 cu. yds.		Excavation, Single Classification	$0.27	59,130.00
15,000 cu. yds.		Sand Borrow	0.27	4,050.00
238,000 yd. stas.		Overhaul	0.02	4,760.00
15,000 yd. mi.		Truck Haul	0.30	4,500.00
130 cu. yds.		Class "A" Concrete	25.00	3,[illegible].00
12,000 lbs.		Metal Reinforcement	0.06	720.00
800 lin. ft.		Timber Piling	1.00	800.00
150 cu. yds.		Rip rap	5.00	750.00
260 cu. yds.		Backfill for drains	3.00	780.00
1,100 lin. ft.		12" Concrete Pipe	1.20	1,320.00
1,000 lin. ft.		18" Concrete Pipe	2.50	2,500.00
330 lin. ft.		24" Concrete Pipe	3.00	990.00
60 lin. ft.		30" Concrete Pipe	6.00	360.00
1,600 lin. ft.		6" Porous Drain Tile	0.40	640.00
		Sub-total- - - - - - - -		$ 102,[illegible].00
		10% Engr. & Cont.- - -		10,[illegible].00
		Total grading- - - - -		$ 113,[illegible].00

Surfacing

7,870 cu. yds.	Sub-base Course Surfacing	1.35	10,624.50
2,600 cu. yds.	Base Course Surfacing	1.50	3,900.00
1,730 cu. yds.	Top Course Surfacing	1.50	2,595.00
23,000 yd. mi.	Hauling Broken Stone, Truck Haul.	0.15	3,450.00
2,200 cu. yds.	Gravel Shoulders	0.30	660.00
4,200 yd. mi.	Hauling Shoulders Gravel	0.16	672.00
2,300 cu. yds.	Earth Filler	0.30	690.00
5,700 yd. mi.	Filler Haul	0.20	1,140.00
450 M-Gal.	Sprinkling	2.50	1,150.00
1,180 cu. yds.	Common Overburden	0.35	413.00
2,750 cu. yds.	Solid Rock Overburden	0.70	1,925.00
41,000 sq. yds.	Oiling (State Forces)	0.12	4,920.00
	Sub-total		$32,139.50
	10% Engr. & Cont.		3,213.95
	Total, surfacing		$35,353.45
	Sub-total, roadway		$135,124.50
	10% Engr. & Cont.		13,512.45
			$148,636.95

Sutton Creek Bridge

220 cu. yds.	Excavation	$5.00		$1,100.00
20 cu. yds.	Excavation below plans	5.00		100.00
1,200 lin. ft.	Foundation Piling	0.50		600.00
55 cu. yds.	Seal Concrete	22.00		770.00
190 cu. yds.	Class "A" Concrete	24.00		4,560.00
95 cu. yds.	Class "D" Concrete	24.00		2,280.00
52,000 lbs.	Metal Reinforcement	.045		2,340.00
220 lin. ft.	Concrete Handrail	5.00		1,100.00
		Sub-total		12,850.00
		10% Engr. & Cont.		1,285.00
		Total, bridge		$14,135.00

Length of Project, including bridge 5.898 miles
" " Sutton Creek Bridge .021 "
" " Project, excluding bridge 5.877 "
Cost per mile, $38,338.13

SUMMARY

Item	Total Cost	Federal Aid	Govt. Emergency Funds	State Funds
Grading	$113,233.50	$70,498.32 (62.25%)	- -	$42,787.18 3 470.06
Surfacing	35,353.45	1 883.39	$28,000.00	7,797.58
Totals (Roadway)	$148,636.95	72377.71 $72,147.09	$28,000.00	48,457.24 $50,489.58
1 Bridge	14,135.00	8,796.21 (62.25%)	- -	5,338.79
Totals (All work)	$162,771.95	$80,943.30	$28,000.00	$55,828.06
		81,175,92		53,596.03

SPECIFICATION FOR PRELIMINARY OIL TREATMENT

- - - - - - BERRY CREEK-FLORENCE SECTION - - - - - -

Federal Aid Proj. No. 144-E

1. Description: - As a means of preserving newly constructed broken stone or crushed gravel surfacing during the interim between the completion of the surfacing and the construction upon it of a bituminous macadam wearing surface, the surfacing shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the surfacing is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: - 18 feet with extra width as required.

3. Size of Aggregates: - Grade "B" - 3/4 to 1/2 inch
   Grade "A" - 1/2 to 1/4 inch

4. Oil: - No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Preparation of Surfacing: - a. Perform whatever operations may be necessary to bring the newly constructed surfacing to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the surfacing thoroughly, removing from the surface all dust, dirt and loose stones.

6. Construction Procedure: - a. Apply No. 3 oil at a rate of 0.20 gallon per square yard.

   b. Spread 3/4" - 1/2" aggregate at a rate of .0125 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

   c. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

   d. Spread 1/2" - 1/4" aggregate at a rate of .009 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where needed to insure uniform cover. Roll until course is thoroughly compacted.

7. Correction of Defects: - Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Spec. O-29.
1/7/31.

SPECIFICATION FOR PRELIMINARY OIL TREATMENT

- - - - - BERRY CREEK-FLORENCE SECTION - - - - - -

Federal Aid Proj. No.144-E

1. Description: - As a means of preserving newly constructed broken stone or crushed gravel surfacing during the interim between the completion of the surfacing and the construction upon it of a bituminous macadam wearing surface, the surfacing shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the surfacing is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

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   c. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

   d. Spread 1/2" - 1/4" aggregate at a rate of .009 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where needed to insure uniform cover. Roll until course is thoroughly compacted.

7. Correction of Defects: - Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Spec. O-29.
1/7/31.

#1192

PR144E

January 5, 1931

Mr. V. C. Mervender
Florence, Oregon

Dear Sir:

We acknowledged receipt of your letter of the 2nd instant in which you advise us of your claim in the sum of $148.20 against a Mr. Teffety, who furnished piling to be used in connection with the construction of the Sutton Creek Bridge.

The contract for the Sutton Creek Bridge was awarded by the State Highway Commission to Loisch & Tefte of Marshfield, Oregon. This contractor is held responsible for the satisfactory completion of the project and for the payment of labor and material claims and all just debts, dues and demands incurred against the project. We do not know just what connection Mr. Teffety has with Loisch & Tefte but would suggest that if you do not get any satisfaction from him that you take the matter up with Loisch & Tefte direct. Their address is 543 Central Avenue, Marshfield.

In connection with this contract Loisch & Tefte furnished the State with a surety bond for the protection of claims. This is offered you for your protection. This bond was written by the Standard Accident Insurance Company for whom A. D. Trunkey is local agent with offices in the Spalding Building, Portland, Oregon. It would be well for you to also communicate with this company regarding your claim. Should you secure no satisfaction then you still have recourse to action in the courts and we would advise you to file a notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we are inclosing.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HRG:W
Inc.

January 5, 1931

Standard Accident Insurance Company
A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from Mr. V. C. Howvesdar of Florence, Oregon, in which he advises us of his claim in the sum of $148.20 against a Mr. Toffety, who it appears furnished the piling to Leisch & Tofte for the construction of the Sutton Creek Bridge on the Roosevelt Coast Highway in Lane County.

This information is given you as you appear as surety on the bond furnished by Leisch & Tofte in this instance. This is state highway contract #1192.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W
Inc.

cc Leisch & Tofte
545 Central Avenue
Marshfield, Oregon

Lakeview Oregon
Jan 2 1931

State Highway Department
Salem Oregon

RECEIVED
JAN 5 1931
OREGON
STATE HWY.

Dear Sir

Am writing you in regards to the piling for the Sutlin Creek bridge. Mr. Sutlin has sent pay roll for the piling called for getting piles out. This work was done as follows.

James Stutlin	37.88 labor
Harry Lamarge	34.02 pilling
V. C. Mercer	36.00 teamb
Elza Mercer	20.00. labor
	127.90

ANSWERED
H. B. G.

Could you tell me how much I owe
getting these piles out. Kindly pa
to V. C. Mercer
Lakeview Ore

PR 144E

December 19, 1930

Shell Oil Company,
Eugene, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of December 17th in which you make inquiry concerning certain contracts held by Earl L. McButte.

Please be advised that the two contracts which were mentioned in your letter are described as follows:

No. 1186 - Berry Creek-Sutton Lake Section of the Roosevelt Coast Highway in Lane County, 3.90 miles of grading. Completion date is March 31, 1931. Bond was furnished by Aetna Casualty & Surety Co., for whom Bates, Lively & Pearson, Yeon Bldg., Portland, Oregon, are resident agents. The amount of this contract is $102,985.00.

No. 1238 - Lincoln County Line-China Creek Section of the Roosevelt Coast Highway in Lane County - South Unit - 4.46 miles of grading. Completion date is December 31, 1931. Bond was furnished by Metropolitan Casualty Insurance Co. of New York, for whom Douglas R. Tate, Portland, Oregon, is resident agent. The amount of the bond is $63,466.25. The amount of the contract is $126,932.50.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Glaisyer,
Secretary.

Dict. by J. McFarland.

#1184
Lane Co

SHELL OIL COMPANY

EUGENE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

December 17, 1930

Oregon State Highway Commission
State House
Salem, Oregon

Gentlemen:

We would appreciate having the information on Mr. Earl McNutt's job on the McKenzie highway and also information regarding his job at Florence, Oregon on the Roosevelt Highway. The information we would like to have is the description and number of the job, name of the bonding company and their agent, amount of bond taken out, date set for completion and the amount of the job in dollars and cents.

We thank you in advance for this information.

Yours very truly,

SHELL OIL COMPANY

C. W. Rogers.
District Credit Office

CWR:HP

#11.
Lane Co
PR 144E

December 15, 1930

Standard Accident Insurance Company,
A. D. Trunkey, Agent,
Spalding Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1198 for the construction of a bridge over Sutton Creek north of Florence on the Roosevelt Coast Highway in Lane County has been completed by the contractors Liesch & Tofte, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 22nd, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,240.67 including the above final payment.

Very truly yours,

H. B. Glaisyers
Secretary.

Oregon State Highway Department — Project No. 144-E

REEDY CREEK-SUTTON LAKE SECTION

OF THE ROOSEVELT COAST HIGHWAY IN LANE COUNTY

(Estimate with specifications. Not as basis for modified agreement.)

Salem, Oregon, December 8, 1930.

Grading

All Required	Clearing and Grubbing			$17,985.00
219,000 cu. yds.	Excav. Single Classification		0.37	88,150.00
15,000 cu. yds.	Sand Borrow		0.27	4,050.00
238,000 yd. stas.	Overhaul		0.02	4,760.00
15,000 yd. mi.	Truck Haul		0.30	4,500.00
120 cu. yds.	Class "A" Concrete		25.00	3,000.00
12,000 lbs.	Metal Reinforcement		0.06	720.00
600 lin. ft.	Timber Piling		1.00	600.00
120 cu. yds.	Riprap		5.00	600.00
240 cu. yds.	Rock Backfill for Drains		3.00	720.00
1,100 lin. ft.	12" Concrete Pipe		1.20	1,320.00
1,000 lin. ft.	18" Concrete Pipe		2.50	2,500.00
330 lin. ft.	24" Concrete Pipe		3.00	990.00
60 lin. ft.	30 " Concrete Pipe		4.00	240.00
1,600 lin. ft.	6" Porous Drain Tile		0.40	640.00
				$102,985.00

Surfacing

12,200 cu. yds.	Broken Stone Surfacing	2.00	24,400.00
25,000 yd. mi.	Hauling Broken Stone, Truck Measure	0.18	5,850.00
2,200 cu. yds.	Gravel Shoulders	0.50	1,100.00
4,200 yd. mi.	Hauling Shoulder Gravel	0.17	714.00
2,300 cu. yds.	Earth Filler	0.30	690.00
5,700 yd. mi.	Filler Haul	0.17	969.00
460 M-Gal.	Sprinkling	2.50	1,150.00
			$ 33,903.00

S.B — 787' 7870 / 2600 / 1730
B — 2597'
T — 1731

Sub-total	$ 135,668.00
10% Engr. & Cont.	13,566.80
Total	$ 149,234.80

ORE Co — 1720
" SR — 4030

Sutton Creek Bridge

220 cu. yds.	Excavation	5.00	$ 1,100.00
20 cu. yds.	Excavation below plans	5.00	100.00
1,200 lin. ft.	Foundation Piling	0.50	600.00
35 cu. yds.	Seal Concrete	22.00	770.00

190 cu. yds.	Class "A" Concrete		$ 24.00	$ 4,560.00
95 cu. yds.	Class "D" Concrete		24.00	2,280.00
52,000 lbs.	Metal Reinforcement		.045	2,340.00
220 lin. ft.	Concrete Handrail		5.00	1,100.00
		Sub-total		$ 12,280.00
		10% Engr. & Cont.		1,228.00
		Total		$ 14,128.00

Length of Project, including bridge 3.898 miles
Length of Sutton Creek Bridge .021 miles
Length of Project, excluding bridge 3.877 miles

Cost per mile, roadway $38,891.12

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Roadway	$149,758.80	$72,771.76 (48.755%)	$76,487.04
1 Bridge	14,128.00	8,796.21 (62.25%)	5,331.79
	$163,886.80	$81,567.97	$81,818.83

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 144-E

Post Office Building
Portland, Oregon.

Aug. 28, 1930.

Mr. R. A. Klein,
State Highway Engineer
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By A. H. Benedict
A. H. Benedict,
Asst. Highway Engineer.

P.S. An approved copy of the estimate, dated May 12, 1930, which has been used as the basis of the project agreement is also enclosed.

A4pr 7266

Form P. R. 2

State Oregon

Project No. 144, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of July, 1930

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of October, 1925, a project statement, which was approved by the Secretary on the 14th day of January, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 24th day of April, 1930, and approved by the Secretary on the 31st day of July, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of seventy-nine thousand, two hundred ninety-two and 53/100

dollars ($ 79,292.53) as the share of the United States payable under said act on account of Section 2 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count_____ of _____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 321+00 in the N.W.¼ of Sec. 35, T.17 S., R. 12 W., and survey station 536+30 in the S.W.¼ of Sec. 10, T.17 S., R.12 W., W. M. terminal points, a distance of 3.59 miles, known locally as the Berry Creek-Sutton Creek Section of the Roosevelt Coast Highway, between Coos Bay and Hebo, Lane County, being Section E of Oregon Federal Aid Project No. 144, consisting of 3.577 miles of roadway, and one bridge of more than 20 ft. clear span, 0.021 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $113,283.50, Federal Aid $70,496.32; 1 bridge, approved estimate $14,135.00, Federal Aid $8,796.21.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall actually put into the construction of Section E of said project shall not in any event exceed the sum of

seventy-nine thousand, two hundred ninety-two and 53/100

dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-seven thousand, four hundred eighteen and 50/100

dollars, the approved total estimated cost of Section E of said project.

S—5513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ..... (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county) of ..... (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county) of **Oregon** (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ..... upon which the duty of such maintenance is placed by the laws of said State. The supervision of such

(Official or corporate name)

terms hereof, to .....

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 31st day of July, 1930.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By .....
Chairman, State Highway Commission
(Title of officer)

By .....
Member, State Highway Commission
(Title of officer)

[SEAL]

By .....
Member, State Highway Commission
(Title of officer)

By .....
(Title of officer)

By .....
(Title of officer)

[SEAL]

R. M. Hudson
Acting Secretary of Agriculture.

8-4519

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 321+00 in the N.W.¼ of Sec. 35, T.17 S., R.12 W., and survey station 536+30 in the S.W.¼ of Sec. 10, T.17S., R.12 W., W.M.

locally known as the Berry Creek-Sutton Creek Section of the Roosevelt Coast Highway, between Coos Bay and Reedsport, Lane County, and designated in the records of this Department as Section B of Project No. 144, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $127,418.50 as the total estimated cost of Section B of said project, and the sum of $79,292.53 as the share of the United States, payable under said acts on account of Section B of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of July one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

CMB

GOVERNMENT PRINTING OFFICE 8—4930

CC

OO

PP1424E

May 28, 1930

Liesch & Tofte
543 Central Avenue
Marshfield, Oregon

Gentlemen:

Herewith for your records and files are two executed copies of contracts recently awarded to you by the Highway Commission, as follows:

Contract no. 1191 for the construction of a bridge over Siltcoos River on the Roosevelt Coast Highway near Florence in Lane County.

Contract no. 1192 for the construction of a bridge over Sutton Creek on the Roosevelt Coast Highway near Florence in Lane County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S
Encls

H. B. Glaisyer
Chief Clerk

1192

PR 144E

May 20, 1950

Lampling & Co.,
Spalding Building,
Portland, Oregon.

Gentlemen:

At the request of Liesch & Tofte contractors, we are sending to you today, by express, four copies of each of the following contracts which were awarded to Liesch and Tofte by the State Highway Commission, Contract No. 1191 for the construction of a bridge over the Siltcoos River on the Roosevelt Coast Highway near Florence and Contract No. 1192 for the construction of a bridge over the Sutton Creek also on the Roosevelt Coast Highway near Florence. These are forwarded to you to write the bonds. When this has been done return all copies of both contracts to this office for execution on the part of the State Highway Commission. Following this a copy of the contract will be mailed to the contractor, and you as surety on the bond in accordance with our usual practice.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
cc Liesch & Tofte
545 Central Avenue
Marshfield, Oregon

#1185
200M.

PR 144E

May 15, 1930

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 3rd concerning Earl L. McNutt, contractor.

Please be advised that contract No. 1186 for the grading of the Berry Creek-Sutton Lake Section of the Roosevelt Coast Highway in Lane County was awarded to the above contractor. This contract consists of 3.90 miles of grading. The bond in connection withthis contract was furnished by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, Yeon Bldg., Portland, Oregon, are resident agents. The amount of the bond is $51,492.50 and the amount of the contract is $102,985.00. The completion date of this contract is March 31, 1931.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict..By J. McFarland.

#1186

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon

May 3, 1930

State Highway Commission,
Salem, Oregon.

RE: Earl McNutt
Roosevelt Highway
Bonded job.

Gentlemen:

We are informed that Mr. Earl McNutt was awarded a State bonded contract job, working on the Roosevelt Highway near Marshfield, Oregon.

We are contemplating making deliveries to Mr. McNutt and wish to determine the following facts - Is Mr. McNutt working in the capacity of the original or sub-contractor? In case he is the original contractor, we would like to have the description of the job and the job number, also the approximate amount of same, and the date of completion. We would also like to learn the name of the bonding company and the amount of the bond.

For your convenience we are enclosing a self addressed stamped envelope. Thanking you in advance for your prompt reply, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

E. L. Eastevick

District Manager

LC PM
enc.

PR144E

May 15, 1930

Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We hand you herewith, for your records and files, copy of the contract awarded by the Highway Commission on April 30, to Earl L. McNutt, being state highway contract no. 1186 for the grading of the Berry Creek-Sutton Lake Section of the Roosevelt Coast Highway in Lane County.

This is being given you as you appear as surety on the bond in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

PR 144E

May 13, 1936.

Mr. H. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement covering the Bonny Creek-Sutton Lake Section, Oregon Project No. 144-E.

Very truly yours,

KEK A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist by J. H. Nash/AP

Enclosures

Oregon State Highway Department — Project No. 144-B

BERTY CREEK-SUTTON LAKE SECTION OF THE ROOSEVELT COAST HIGHWAY

IN LANE COUNTY

(Estimate as basis for project agreement.) (Based on low bid prices.)

Salem, Oregon, May 18, 1939.

Grading

All Required	Clearing and Grubbing			$17,000.00
218,000 cu.yds	Excav. Single Classif.		.27	58,120.00
15,000 cu.yds	Sand Borrow		.27	4,050.00
238,000 yd.sta.	Overhaul		.02	4,760.00
15,000 yd.mi.	Truck Haul		.30	4,500.00
150 cu.yds	Cl. "A" Concrete		20.00	3,000.00
12,000 lbs	Metal Reinforcement		.06	720.00
600 lin.ft	Timber Piling		1.00	600.00
150 cu.yds	Rip Rap		5.00	750.00
200 cu.yds	Rock Backfill for Drains		3.00	700.00
1,100 lin.ft	12" Concrete Pipe		1.20	1,320.00
1,000 lin.ft	18" Concrete Pipe		2.00	2,000.00
330 lin.ft	24" Concrete Pipe		3.00	990.00
60 lin.ft	30" Concrete Pipe		6.00	360.00
1,000 lin.ft	6" Porous Drain Tile		.40	340.00
		Sub-total		$102,960.00
		10% Engr. & Cont.		10,296.00
		Total		$113,256.00

Sutton Creek Bridge

220 cu.yds	Excavation	$ 5.00	$ 1,100.00
20 cu.yds	Excavation below plans	5.00	100.00
1,000 lin.ft	Foundation Piling	.80	800.00
35 cu.yds	Seal Concrete	22.00	770.00
190 cu.yds	Cl. "A" Concrete	24.00	4,560.00
95 cu.yds	Cl. "D" Concrete	24.00	2,280.00
52,000 lbs	Metal Reinforcement	.045	2,340.00
220 lin.ft	Concrete Handrail	5.00	1,100.00
	Sub-total		$12,850.00
	10% Engr. & Cont.		1,285.00
	Total		$14,135.00

Length of Project, including bridge 5.898 miles
Length of Sutton Creek Br. .021 miles
Length of Project, excluding bridge 5.877 miles

Cost per mile - Roadway $19,219.37

SUMMARY

Item	Total Cost	Federal Aid Requested	State Funds
Roadway	$115,285.90	$70,496.32 (62.23%)	$42,787.58
Bottom Crk Br.	14,132.48	8,796.11 (62.25%)	5,336.37
Totals	127,418.38	79,292.43	$ 48,123.95

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920

State Funds for Maintenance: Chapter 41, Laws 1927.

Form 39—D14454—3500—11-29

OREGON STATE HIGHWAY DEPARTMENT

PG 144 E

FIELD ENGINEER'S WEEKLY REPORT

Date May 10, 1930

Job name Berry Creek-Sutton Lake Section. *Week from* 5th *to* 11th

Grading *Mail address* Florence, Oregon.

Highway Roosevelt Coast *Telegraph or telephone address* " "

County Lane *Job prefix* 20-PM *Express and freight address* " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor has crew of 55 men clearing.

Clearing has all been sub-let in small sections.

Tractor with scraper making part of channel change at bridge site, Sutton Creek.

Party-

Field: made line change from Berry Creek north to end of project. Xsected and set stakes for grading, and staked channel change.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed E E Wishart

Title Junr. Engr.

20 - INUE

GRADING CONSTRUCTION

Total miles of grading in project 3.9

Miles completed ..... --

Miles completed except finishing ..... --

Total cubic yards in project 234,000

Cubic yards moved to date 100

Miles covered by contractor's forces ..... --

Miles cross-sectioned 0.4

Miles cross-sections completed and checked ..... --

Miles to be remeasured ..... --

Number men in Engineering Party 5

Contractor's average force for week ..... 57 ..... men,

..... -- ..... teams, ... 1 Tractor .....

Grading work will be completed about ..... Mar. 31, 1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

UP SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... 20PM ..... Percentage 53

2. ..... 20PJ ..... Percentage 17

3. ..... 20PK ..... Percentage 30

4. ..... Percentage .....

BR-144 E

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

April 21, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to plans, specifications and estimate covering the Berry Creek - Sutton Lake Section of the Roosevelt Coast Highway.

It is noted that on the plans and estimate this project is shown as 144-D, whereas it should be shown as 144-E. Section D is the Glenada - County Line Section of this project. We are changing the section to E instead of D on the copies we have, and would suggest that your file copies be corrected so that there may be no confusion later.

Very truly yours,

W. H. LYNCH
District Engineer.

REFERRED TO
S.H.P.
H. State Highway Engineer

F.-144 E

April 18, 1930

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans, and five sets of special provisions covering the Bear Creek-Sutton Lake Section, Project No. 144 E. Under separate cover we are sending two sets of blue print plans, and one set of original cross sections. The additional plans will be sent within the next few days.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash ; Tp

Enc.

Oregon State Highway Department — Project 164-A

BERRY CREEK-SUTTON LAKE SECTION OF THE ROOSEVELT COAST HIGHWAY

IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, April 16, 1930.

Grading

All Required	Clearing and Grubbing			$ 14,000.00
215,000 cu.yds	Excavation, Single Classif.		.35	75,250.00
15,000 cu.yds	Sand Borrow		.15	2,250.00
230,000 yd.sta.	Overhaul		.02	4,600.00
15,000 yd.mi.	Truck Haul		.30	4,500.00
150 cu.yds	Class "A" Concrete		30.00	4,500.00
12,000 lbs	Metal Reinforcement		.05	600.00
600 lin.ft	Timber Piling		1.00	600.00
150 cu.yds	Rip Rap		4.00	600.00
200 cu.yds	Rock Backfill for Drains		2.00	400.00
1,100 lin.ft	12" Concrete Pipe		1.50	1,650.00
1,000 lin.ft	18" Concrete Pipe		2.00	2,000.00
330 lin.ft	24" Concrete Pipe		3.50	1,155.00
60 lin.ft	30" Concrete Pipe		5.00	300.00
1,600 lin.ft	6" Perous Drain Tile		.30	480.00
		Sub-total		$116,565.00
		10% Engr. & Cont.		11,656.50
		Total		$128,221.50

Sutton Creek Bridge

220 cu.yds	Excavation	2.00	$ 440.00
20 cu.yds	Excavation below plans	5.00	100.00
1,200 lin.ft	Foundation Piling	.60	720.00
35 cu.yds	Seal Concrete	18.00	630.00
190 cu.yds	Cl. "A" Concrete	24.00	4,560.00
95 cu.yds	Cl. "D" Concrete	24.00	2,280.00
62,000 lbs	Metal Reinforcement	.05	3,100.00
220 lin.ft	Concrete Handrail	5.00	1,100.00
	Sub-total		$13,330.00
	10% Engr. & Cont.		1,332.00
	Total		$14,662.00

Length of Project, including bridge, 5.398 miles
Length of Sutton Creek Bridge .021 miles
Length of Project, excluding bridge 5.377 miles

Cost per mile, roadway $23,872.32

S U M M A R Y

Item	Total Cost	Federal Aid Requested	State Funds
Roadway	$128,221.50	$72,370.71 (56.4480%)	$55,850.79
Sutton Crk. Br.	14,872.00	8,251.94 (55.49%)	6,617.16
	$143,093.50	$81,634.65	$61,458.95

PR144E

J

ROOSEVELT ROA

SUTTON LAKE - MERRY

Preliminary Es

28' Roadbed. Length - 3.69 Miles

Item	Unit	Unit Price	Mile 7 * Quantity	Amount	Mile 8 Quantity	
Clearing & Grubbing	Acres	$250.00	11	$ 2,750.00	11	$
Excavation, Common	cu.yds	0.35	38,500	$ 13,475.00	38,200	
Excavation, Intermediate	cu.yds	0.60	—	—	—	
Overhaul	Sta.yds.	0.05	5,500	275.00	27,500	
18" Concrete Pipe	lin.ft.	2.50	60	150.00	80	
24" Concrete Pipe	lin.ft.	4.00	290	1,160.00	220	
36" Concrete Pipe	lin.ft.	6.00	70	420.00	710	
Lumber & Timber	M.B.M.	50.00	475	23,750.00	—	
Timber Piling	lin.ft.	1.00	5,500	5,500.00	—	
Rip Rap	cu.yds.	2.00	165	330.00	—	
Net Cost of Grading				$47,810.00		$3
Plus 10% for Engr. & Contengencies				4,790.00		
Total Estimated Cost of Grading				$ 52,600.00		$3

*Mile 7 - 0.84
Mile 10 - 0.8

pl. 1444

COAST HIGHWAY

BERRY CREEK SECTION

nary Estimate

December 27, 1928.

Mile 8		Mile 9		Mile 10 *		Totals	
ty	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	$ 2,750.00	11	$ 2,750.00	9	$ 2,250.00	42	$ 10,500.00
	23,870.00	26,400	9,240.00	23,100	8,085.00	156,200	54,670.00
	—	5,500	3,300.00	7,100	4,260.00	12,600	7,560.00
	1,375.00	19,800	990.00	35,200	1,760.00	88,000	4,400.00
0	200.00	200	500.00	460	1,150.00	800	2,000.00
0	880.00	220	880.00	280	1,120.00	1,010	4,040.00
0	4,260.00	—	—	—	—	780	4,680.00
	—	—	—	—	—	475	23,750.00
	—	—	—	—	—	5,500	5,500.00
	—	—	—	—	—	165	330.00
	$33,335.00		$17,660.00		$18,625.00		$117,430.00
	3,365.00		1,740.00		1,875.00		11,770.00
	$36,700.00		$19,400.00		$20,500.00		$129,200.00

7 - 0.84 Miles
10 - 0.85 Miles

CONTRACT #1187,
1209,

PR 150-A Pioneer Mt.-Eddyville 1930-1931
Sec.

1187
1209

#1209
Lincoln Co

PP 1:10a

December 28, 1951

Globe Indemnity Company,
Harry L. Rafferty, Agent,
Title & Trust Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to C. L. Camp on Contract No. 1209 for the surfacing of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County.

This payment will be made on or after January 8, 1952.

The State is not advised of any unpaid claims for labor, materials or of any existing claims, debts, dues or demands incurred by the contractor in connection with this work that remain unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

For your information, we wish to advise that the total amount paid to Mr. Camp in connection with this work will be $152,298.16, including the final payment.

Kindly acknowledge receipt of this notice.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

PP 1509

ASSOCIATES:
L. LEONARD KRAUSE

Dec. 21, 1951

Mr. R. M. Turner,
Attorney At Law,
Toledo, Oregon

Dear Sir:

Reference is made to your letter of the 18th inst. addressed to the secretary of the State Highway Commission relative to the claim of Edward Mauch for groceries purchased and used by Harry Thomas and Howard Godley while employed by C. L. Camp, who was a contractor for this department on certain work on the Corvallis-Newport Highway near Eddyville in Lincoln County, Oregon. It appears that these groceries were used and consumed by the purchasers and their respective families, and the question presented is whether or not there is any liability under the contract bond in such case.

While we do not wish to take the position of rendering any final legal advice or passing upon and attempting to make any rejection of the claim, we will state to you purely as a matter of information that it is our opinion that neither the contractor nor his surety can be held liable for the purchases mentioned. Our opinion on this question is based in part upon the cases of State vs. United States Fidelity & Guaranty Company, 117 Or. 616; State vs. Johnson Contract Company, 120 Or. 655; and State vs. Warren Construction Company, 129 Or. 58. We believe that a reading of these cases will bring you to the same conclusion as the one which we have reached.

If, notwithstanding this, you still desire a copy of the contract to be used as a basis for further proceedings please advise and we shall be pleased to send you one. We do not feel, however, that this department under the circumstances would be legally authorized in diverting any of the moneys in our hands held as retained percentages to the payment of the claims which you mention.

Very truly yours,
J.M.DEVERS

BY
J. W. DE SOUZA

JWD:E

R. M. TURNER
ATTORNEY AT LAW
TOLEDO, OREGON

BRANCH OFFICE
NEWPORT, OREGON.

December 18, 1931.

H. H. Secy. of State Highway Comm.
Salem, Oregon.

Dear Sir:

C. L. Camp

[illegible] C. L. Camp, [illegible] Department at Clerk [illegible] Highway [illegible] Highville, Lincoln County, Oregon, [illegible] S, [illegible] date. [illegible] Wednesday, [illegible] in the sum of $20.00.

[illegible] Yours very truly,

R. M. Turner

RMT:H

Refunded 12-19

J. E. McGOVERN

M. B. McGOVERN

#1209

J. E. McGOVERN COMPANY

Complete **INSURANCE** *Service*

EXECUTIVE OFFICE: PEYTON BUILDING

Spokane, Washington

PR1509

December 15, 1931

Mr. H.B. Glaisyer,
Secretary,
Oregon State Highway Commission,
Salem, Oregon

Dear Mr. Glaisyer:

Many thanks for your letter of the 11th in reply to ours of the 9th.

We understand that both the claim of the Hoisting & Portable Excavators and the Toledo Machine Shop have been paid, but evidently releases have not been filed. Will convey this information to Mr. Camp, who we believe, will be able to clear the records.

Thanking you, we are

Yours very truly,
J.E.McGOVERN COMPANY

JEM:"

By J E McGovern

PR 15-09

December 11, 1931

J. E. McGovern Company,
Peyton Building,
Spokane, Washington.

Attention of Mr. J. E. McGovern

Gentlemen:

Reference is made to your letter of the ninth inst., in which inquiry is made concerning certain claims that were filed against the contract awarded to C. L. Camp for the construction of the Pioneer Mountain-Sidgyville Section of the Corvallis-Newport Highway in this State.

First, I wish to thank you for the kind words concerning myself contained in the last paragraph of your letter. It is very nice to receive such expressions and to know that service rendered is appreciated.

Concerning the claim of the Hoisting and Portable Excavators, I find that we were advised of this claim on February 21, 1931 but, as you have surmised, we have not been informed that the claim has been paid.

Our records further disclose that the only other claim that we have knowledge of against this project is that of the Toledo Machine Shop against Fuller & Cox, subcontractors. This claim was filed on February 28, 1931, and is in the sum of $52.85.

With the best of the Season's Greetings, I am

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

e were advised of Hoisting & Portable Excavators, Inc. Claim on Feb, 21, 1931 - We h[illegible]ever been advised that the claim had been settled.

The only other claim that we have knowledge of is one fi led on Feb, 28, 1931 by the Toledo Ma ch. Shop in amount $32.85 against Fuller & Cox, Subs. we also were not advised if this claim has ever been paid.

M. B. McGOVERN

)MPANY

rvice

BUILDING

ber 9, 1931

Mr. H.B.Glaisyer,
Chief Clerk,
Oregon State Highway Commission,
Salem, Oregon

In Re: C. L. Camp, Globe Indemnity Company's Bond #722312, Pioneer Mountain-Eddyville Section Corvallis Newport Highway, July 18, 1930 Contract $138,645.00, Bond $69,322.50

Dear Mr. Glaisyer:

Mr. C. L. Camp was in the office December 4th and 5th and advised that the above contract had been completed and accepted and final estimate agreed upon.

The Hoisting and Portable Excavators, Inc. filed a suit against Mr. Camp and the Globe Indemnity Company in February, 1931. The claim was really against Cox and Fuller, Sub-contractors, but of course the records show that it was filed against Mr. Camp. A settlement was made and the claim paid, but I am wondering if a release was filed with your department. I find that sometimes lawyers are careless about releasing claims, and unless this is done, your records will not be cleared.

In replying, please advise if any other claims or suits of any kind show on your files in connection with the above bond. Past experience has taught this office that it is much easier to get the records cleared up if the necessary steps are taken at the time the work is completed.

Camp is a personal friend of the writers and a valued client of the office and our interest of course is to protect Mr. Camp, and also the Globe Indemnity Company who wrote the above bond. In conclusion I would like to say that this office has always been given such prompt and courteous service by your department, that the writer would feel remiss in not so stating. In fact we always know when a query or letter requesting information is sent to you, that the reply will be prompt, courteous and complete as to detail. We have bothered you many times, but so far without complaint from your end of the line. Thanking you, we are

JEM:W

Yours very truly
J. M[illegible] COMPANY
By M. B. McGovern

J. E. McGOVERN M. B. McGOVERN

J. E. McGOVERN COMPANY

Complete **INSURANCE** *Service*

EXECUTIVE OFFICE: PEYTON BUILDING

Spokane, Washington

December 9, 1931

Mr. H.B.Glaisyer,
Chief Clerk,
Oregon State Highway Commission,
Salem, Oregon

In Re: C. L. Camp, Globe Indemnity Company's Bond #722312, Pioneer Mountain-Eddyville Section Corvallis Newport Highway, July 18, 1930 Contract $138,645.00, Bond $69,322.50

Dear Mr. Glaisyer:

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Mr.Camp is a personal friend of the writers and a valued client of the office and our interest of course is to protect Mr. Camp, and also the Globe Indemnity Company who wrote the above bond. In conclusion I would like to say that this office has always been given such prompt and courteous service by your department, that the writer would feel remiss in not so stating. In fact we always know when a query or letter requesting information is sent to you, that the reply will be prompt, courteous and complete as to detail. We have bothered you many times, but so far without complaint from your end of the line. Thanking you, we are

JEM:W

Yours very truly
J. E. McGOVERN COMPANY
By J E McGovern

Form 39— F-21635—5M—5-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 31, 1931, 193

Job name Pioneer Mtn-Eddyville Surfacing — Week from Oct. 24 to Oct. 31

Mail address Newport, Ore

Highway Corvallis-Newport — Telegraph or telephone address Newport, Ore

County Lincoln — Job prefix 21 PL-1 — Express and freight address Newport, Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

C.L.Camp finishes production of betterment rock Wednesday Oct.28.

Shovel work in river bed at Morrison quarry relieving channel Wed. and Thurs.

Balance of week used to tear down and store plant.

Final estimate being prepared.

RECEIVED
1931

(See back of this sheet for instructions and detailed information)

Signed L. A. Lee

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ..... 10.1 .....

Miles completed ..... 10.1 .....

Miles partially done ..... ---- .....

Total cubic yards in project ..... 40000 .....

Cubic yards produced to date ..... 40000 .....

Average daily yardage produced this week ..... work completed .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 14 ..... *men,*

1 shovel ..... *teams,* ..... 3 trucks ..... *trucks*

Project will be completed about ..... Completed .....

Number of men in Engineering Party ..... 1 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 21 P1-1 ..... *Percentage* 60

2. 21 uM ..... *Percentage* 40

3. ..... *Percentage* .....

4. ..... *Percentage* .....

PPP 1502

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Emerg. Oregon/F.A.P. 150-A

Post Office Building
Portland, Oregon.

October 29, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Enclosed also is one copy of approved estimate.

Agpr 804.4

Oregon Emergency Federal Aid Project No. 150, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 19, 1930, by the State Highway Commission of Oregon, and on November 10, 1930, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement," signed on July 30, 1931, by the said State Highway Commission, and on August 14, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 150, Section A, now designated as Oregon Emergency Federal Aid Project No. 150, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the estimate approved for said Section A to eliminate from the unit price of "Oiling," the cost of crushed stone and rental charge for State-owned equipment, and to show separate items to cover crushed stone for use in the oil treated surfacing; and by reason thereof has requested that the estimate of cost approved for said Section A be reduced from $196,880.20 to $194,403.00, and that the Federal funds approved and set aside to the credit of said Section A be reduced from $122,518.54 to $119,900.74; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930

(Public No. 550 - 71st Cong.), be provided to cover the State's share of the cost of construction, eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred nineteen thousand, nine hundred and 74/100 dollars ($119,900.74) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

> "(a) By the State, $4,400.00, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction, shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917; Chap. 31, Laws of 1920."

To Article III shall be added paragraph (c) to read:

> "(c) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.),

shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred nineteen thousand, nine hundred and 74/100 dollars ($119,900.74), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred ninety-four thousand, four hundred three and no/100 dollars ($194,403.00), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 30th day of September, 1931, and the Secretary of Agriculture on the 19th day of October, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission.

By _____
Member, State Highway Commission.

By _____
Member, State Highway Commission.

_____
Acting Secretary of Agriculture.

Oregon Emergency Federal Aid Project No. 150, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between [redacted] locally known as [redacted] and designated in the records of this Department as Emergency Federal Aid Project No. 150-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 194,403.00 in lieu of the $182,518.54 approved by Certificate of Aug. 14, 1931, as the total estimated cost of said project, and the sum of $ 119,900.94 authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the [redacted] percent of said total estimated cost.

Done at the city of Washington, this 19th day of October one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4820

PR150a

September 12, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accord with your letter of September 10th, we are enclosing six copies of estimate as basis for modified agreement, covering the Pioneer Mountain-Eddyville Section, Project No. 150-A. This estimate has been revised to show the emergency work on the project separately from that work on which only Federal Aid funds are being requested. The unit price for oiling by state forces, which is the emergency portion of this project, has been reduced to eight cents per square yard. This figure was arrived at by eliminating the items of equipment rental and aggregate, as shown on the cost analysis previously sent to you. The aggregate used in the oiling work has been included under the surfacing items, and only Federal Aid is being requested for this item. The item of equipment rental, however, has been entirely eliminated from the estimate.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. NASH,
Asst. Office Engineer.

JWN:ER

encl.

Oregon State Highway Department — Project No. 130-A

PIONEER MOUNTAIN-ALSEA SECTION

OF THE CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for [illegible] agreement)

Salem, Oregon, Sept. 12, 1951.

Grading

All Required	Clearing and Grubbing			$10,707.00
87,000 cu. yds.	Excavation, Single Classification	80.41		[illegible]
110,000 yd. sta.	Overhaul	0.02		2,200.00
8,460 yd. mi.	Truck Haul	0.20		1,680.00
2,000 cu. yds.	Salvaging Surfacing Materials	0.75		1,500.00
1,500 yd. mi.	Hauling Salvaged Surfacing	0.30		450.00
1,800 lin. ft.	Cable Guard Fence	1.00		1,800.00
5 only	Extra Posts in Place	2.00		10.00
480 lin. ft.	12" Concrete Pipe	2.00		960.00
70 " "	18" " "	3.00		210.00
40 " "	24" " "	4.00		160.00
450 " "	12" Corr. Galv. Iron Pipe	1.50		675.00
50 " "	18" " " " "	2.50		80.00
15 " "	36" " " " "	7.00		[illegible]
				$ 55,977.00

Surfacing

9,750 cu. yds.	Sub-base Materials	2.90	$ 28,217.00
9,750 " "	Base Materials	2.90	28,217.00
2,920 " "	Top Materials	3.00	8,760.00
3,210 " "	Key Materials	3.25	10,432.50
3,700 " "	Screenings	3.25	12,025.00
3,400 " "	Earth Filler	0.40	1,360.00
9,790 yd. mi.	Filler Haul	0.20	1,958.00
1,950 cu. yds.	Salvaged Surfacing Materials	0.80	1,560.00
1,460 yd. mi.	Hauling Salvaged Surfacing Matls.	0.30	438.00
975 M-Gals.	Sprinkling	2.50	2,437.50
3,000 cu. yds.	Removal of Common Overburden	0.40	1,200.00
12,000 " "	Removal of Solid Rock Overburden	0.90	10,800.00
1,500 " "	1" - ½" Material in Stock Pile	2.00	3,000.00
800 " "	½" - ¼" " " " "	2.00	1,600.00
4,800 yd. mi.	Hauling Broken Stone (Pile Mess.)	0.18	828.00
			$112,482.00

Sub-total	$138,410.00
10% Engr. & Cont.	13,841.00
Total (Post Road Portion)	$185,251.00

Oiling Macadam Base

100,000 sq. yds.	Oiling (State Forces)	$ 0.08	$ 8,000.00
	10% Engr. & Cont.		$ 8,000.00 800.00
	Total (Emergency Fund Portion)		$ 8,800.00
			$176,410.00
	10% Engr. & Cont.		17,641.00
	Total, all work		$194,051.00

Gross length of Project 9.950 miles
Length of Seven Bridges (Non-participating) .078 "
Roadway (Sta. 1821-1840+70) Exception .573 "
Net Length of Project 9.478 "
Cost per mile $20,475.05

SUMMARY

Item	Total Cost	Federal Aid Funds	Emergency Funds	State Funds
Post Road Portion	$185,251.00	$115,281.00 (62.2%)	$ --	$69,969.51
Emergency Fund Portion	8,800.00	4,400.00 (50%)	4,400.00	--
	$194,051.00	$119,681.00	$4,400.00	$69,969.51

State funds for Construction: Chapter 175, Laws 1917: Chapter 51, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore.F.A.P. 150-A

Post Office Building
Portland, Oregon.

August 26, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer,

By
L. J. Caufield
Highway Engineer.

RECEIVED
AUG 27 1931

Encl.

P.S. Attached also is an approved copy of the special provisions for this project, together with approved copy of detail estimate upon which the modified project agreement was based.

A4jm 8044

Oregon Federal Aid Project No. 150, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 19, 1930, by the State Highway Commission of Oregon, and on November 10, 1930, by the Acting Secretary of Agriculture the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 150, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for the construction of an oil treated crushed stone wearing surface 18 ft. wide and 5/8 of an inch thick, over the entire length thereof; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $179,280.20 to $196,880.20, and that the Federal funds approved and set aside to the credit of said Section A be increased from $111,566.06 to $122,518.54:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred twenty-two thousand, five hundred eighteen and 54/100 dollars ($122,518.54) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred twenty-two thousand, five hundred eighteen and 54/100 dollars ($122,518.54), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred ninety-six thousand, eight hundred eighty and 20/100 dollars ($196,880.20), the approved total estimated cost of Section A of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No.112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 30th day of July, 1931, and

the Secretary of Agriculture on the 14th day of August, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 150, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 1730+00 near Eddyville in the S.W.¼ of Sec.3, T.11 S., R.9 W., W.M., and survey station 2257+23.0 in the N.W.¼ of Sec. 26, T.10 S., R.10 W., W.M., (excepting therefrom those portions between stas. 1803+99 and 1804+48, stas. 1821 and 1841+50, stas.2057+45 and 2058+40, stas. 2148+14 and 2148+60, stas. 2172+32 and 2172+89, stas. 2205+74 and 2206+48, and stas. 2249+75 and 2249+94), locally known as the Pioneer Mt.-Eddyville Section of the Corvallis-Newport Highway, between a point on the Federal Aid Road at or near Newport and a point on the Federal Aid Road at or near Corvallis, Lincoln County, designated in the records of this Department as Project No. 150 Section A of, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $196,880.20 in lieu of the $111,566.06 Section A of approved by Certificate of November 10, 1930, as the total estimated cost of said project, and the sum of $122,518.54/ Section A of authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ amount of said total estimated cost.

Done at the city of Washington, this 14th day of August, one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4820

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, ETC.

OFFICE OF THE SECRETARY
UNITED STATES DEPARTMENT OF AGRICULTURE

FORM AE-8—[illegible]

SPECIFICATION FOR OILING OF MACADAM BASE

- - - - - - - PIONEER MT.-FREEVILLE SECTION - - - - - - - -

Oregon Federal Aid Proj. No. 150-A

1. Description: As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: 18 feet with extra width as required.

3. Size of Aggregates: Grade "B" - 1 inch to $\frac{1}{2}$ inch
Grade "A" - $\frac{1}{2}$ inch to $\frac{1}{4}$ inch

4. Oil: No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Construction Procedure:

a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

c. Apply No. 3 oil at a rate of 0.25 gallon per square yard. Temperature of oil at time of application to be not less than 375° F.

d. Spread Grade "B" Rock, 0.015 cubic yards per square yard. Blade, broom and roll.

e. After the No. 3 oil has hardened and become dry, make a second application of No. 3 oil, 0.30 gallon per square yard.

f. Spread Grade "A" Rock, 0.008 cubic yards per square yard. Blade, broom and roll. Continue brooming and rolling until the surfacing is thoroughly compacted, adding additional Grade "A" Rock to take up excess oil, if necessary.

6. Use of Water Spray: The oil distributor shall be equipped with a water tank and water spray bar which will spray water onto the rock just ahead of the hot oil, in an amount equal to about ten per cent of the amount of oil. The water used shall be a soap and water solution

EXAMINED AND RECOMMENDED
FOR APPROVAL. JM
Reg. Hdqtrs. Date. JUL 2 [illegible]

6. Use of Water Spray - Continued

made by mixing one part of soap jelly with nine parts of water, the proportioning being done on a weight basis. The purpose of the soap-water spray is to cause the hot oil to foam, thereby giving a more effective distribution of the oil.

7. Correction of Defects: Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

PR(15-04

August 20, 1931

Standard Oil Company of California,
Portland,
Oregon.

Gentlemen:

In response to your inquiry of August 18th, we wish to advise that the S. M. Newell contract, No. 1187, Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway, was completed on July 25, 1931.

Final payment has not yet been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:AJ

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG.
306 YAMHILL STREET
P. O. DRAWER 1187

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.
August 18, 1931.

S. H. Newell
Contract #1187 - Pioneer
Mountain-Eddyville Section
Corvallis-Newport Highway

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

Will you please inform us whether the above described contract has been completed. If so, will you please give us the date when it was accepted.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager
By F M Ewing

EPT:CS

July 25, 1931 Completed.

RECEIVED
AUG 20 1931

FORM S-6-1 P-50784 600 5-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

PR 1509

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

NOTED

Mr. R. A. Klein
O f f i c e

21 PL

Dear Sir:

At the last Commission meeting, additional facts were asked for on the Eddyville-Pioneer Mountain grading job. On this job the contractor was asking for a second extension of time, and I have recommended the extension be granted with engineering penalties. A brief record of this contract is attached hereto.

S. H. Newell & Company were awarded the Eddyville-Pioneer Mountain grading job on April 30, 1930. The completion date specified was September 30, 1930. Total estimated yardage 87,000. Weekly reports from Tom Rice show the following progress was made:-

May 15 - 20% of the clearing was done.
May 20 - Shovel started grading.
June 15 - 8800 cubic yards moved.
July 15 - 23,600 cubic yards moved.

The contractor was urged to start finishing at Eddyville as required by the contract, but no finishing was started until August 16.

August 15 - 40,000 yards moved. "Very poor showing made on grading this week. Shovel worked about half time, due to inadequate number of men required for drilling rock at Chitwood. Yardage now about 50% removed, and six weeks until specified completion date, with probable delays account of weather would indicate additional equipment needed to complete before winter."

On August 19 I wrote to the contractor. He replied on August 23 and on August 26 I wrote to him again. Copies of these three letters are attached. In both of my letters I urged him to put on additional equipment so that he could finish on time.

On Rice's weekly report of September 6, he states that "1 shovel and 3 trucks work all week. Additional compressor placed on the job. Shovel moved back over incompleted work September 6. Preparing for finishing. S. H. Newell on job Wednesday, but nothing assured as to additional shovel. Believes he can finish work with one shovel which is possible, weather conditions permitting. Impossible to finish work by

September 30, time limit of contract, with present equipment. However, if time is allowed there is a chance that work can be completed by October 30."

On his report of September 13 he states that rain part of the week made some delay.

September 15 - 51,299 cubic yards moved.
September 30 - Only 70% of yardage moved.
October 15 - 66, 291 cubic yards moved.
October 18 - Shovel worked all week except two days; down for rain.
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November 1 - Shovel worked three days; shut down for repairs.
November 8 - Gas shovel and three trucks worked all week roughing out cuts between Stations 2150 and 2175. Compressor and 2 men drilling rock cuts ahead.
November 15 - 74,317 cu. yards. Contractor shut down work until spring, boxes up Erie gas shovel and stores on the job. Cat tractor loaded and shipped away.

On December 10, 1930 I sent you application from Newell for extension of time from September 30, 1930 to May 31, 1931, and recommended the extension be granted with penalty charged for engineering expense, a copy of which letter is also attached. The Commission granted the estension of time with penalty after November 30, 1930.

When the contractor quit work on November 15, he still had some 12,000 yards to complete the job. In the early part of September after the first rain, when it was apparent that he could not finish during the 1930 working season, he was requested not to tear up any more of the graveled road nor to make fills thereon. At that time, he had not finished between Eddyville and Chitwood as required by the contract. The residents of Toledo and Newport were complaining about the condition of the road, stating that it was all torn up and very rough, and they feared they would be stuck in the mud. The contractor agreed to continue working, widening cuts and fills where it would not interfere with the grade. This plan did not materially decrease his monthly yardage, as is shown by the estimates. Before the contractor shut down, the State placed some gravel from Corvallis on the muddiest places, and after he shut down, the State maintained the road by blading, addition of gravel, and removal of slides.

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On May 4, the contractor resumedwork with the shovel.

On June 15, his estimate shows 83,758 yards moved. Work completed July 25, 1931.

Estimate of engineering expenses from November 30, 1930 to July 25, 1931 amounts to $170.88 as follows no charge being made for part of Resident Engineer's time charged to this job nor for rental of instruments or car.

Time Chargeable to this Contract

Payee	Rate	May Payroll	June Payroll	Totals
C. E. Keith	$ 170.00	$ 38.39	$ 34.00	$ 72.39
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E. A. Collier
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Division Engineer

EAC:W
Inc.

...CHAIRMAN, PORTLAND
...S, MEDFORD
W. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. S. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER

SALEM

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O f f i c e

21 PL

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Division Engineer

RAC:W
Inc.

...PORTLAND
...MEDFORD
...LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER

SALEM

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Very truly yours

E. A. Collier
Division Engineer

EAC:W
Encl.

COPY

March 17, 1931

Mr. S. H. Newell
1254 Reed College Place
Portland, Oregon

File 21 PL

Dear Sir:

I have your letter of March 11 at hand, and would prefer to talk this over with you in person on your next trip to Salem.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF

COPY

S. H. Newell & Co.
1254 Reed College Place
Portland, Ore.

COPY

March 11, 1931

E. A. Collier, Division Eng.
Oregon State Highway Eng.
Salem, Ore.

Dear Sir:

The order of the Highway Commission extending the time of completion of the Pioneer-Eddyville contract to May 31, is an unfair reflection on the attitude and actions of ourselves in the handling of this work. If the engineers of the highway department have no authority to carry on ordinary business dealings with contractors, it is certainly taking advantage of the situation to decide details not explicit in the specifications by informal conferance.

The statement is made that we had been warned to expedite the work but had failed to increase our forces, and you have stated that you wrote us twice to put on an additional shovel. These facts are true and taken by themselves adequately support the statements. However, when taken in connection with the following facts an entirely differant picture is presented.

Your first letter written on July 9, referred to the completion of finishing operations in order not to delay the surfacing operations. At that time we had an understanding with Mr. Camp that he would be able to take care of the finishing after he moved his outfit in and before his crushing plant was in operation. This was a justifiable economy and had been discussed with Mr. Tom Rice, resident engineer at the time or after your letter was written. Your letter did not reach me until the end of the month, and was answered at that time. The only referance made to the digging operation in your first letter was the statement that we were making good progress.

I was on the job on or about August 7, at which time Mr. Rice and I went into our problems quite thoroughly. Bear in mind that during June and July the sub-contractors had had trouble almost continuously with the motor on their shovel and that they had just replaced blocks and pistons. It was Mr. Rice's thought and mine that they were out of the woods and that they would make up for the time lost in July and June, during the ensuing two months. It was Mr. Rice's opinion and mine that the work could be completed in October and we were both sympathetic of the plight of the sub-contractor who had already suffered a heavy loss due to breakdowns which he had taken every precaution to prevent.

By the middle of August, nothing further having been heard from Mr. Camp regarding the finishing work, the sub-contractor, purchased and placed on the work over $7,000 worth of finishing equipment. We believe that Mr. Rice will bear out our statement that there was no delay to the surfacing operation by reason of our failure to complete the finishing operation.

Up to that time the optomism of yourself and Mr. Rice as to the date of completion was at least equal to mine and it was then my intention to place another shovel on the work about the first of September if it then was apparent that the work could not be completed before the rainy season with the equipment on the job.

Your letter of August 19 was the first intimation that was given that you desired an additional shovel to be placed on the work. At that time the sub-contractor was dickering with Mr. Abrams who was expecting to bring in a shovel to strip the quarry for Mr. Camp. This deal fell through at the last minute and the sub-contractor, on his own responsibility made arrangements with Mr. Swartley to move an additional shovel onto the work.

By the end of August, orders were issued personaly by yourself on the job, which precluded any possibility of completing the work during the season of 1930. I refer to the instructions that the old roadbed be left undisturbed and that no fills be placed so as to cover the old roadbed.

This situation was reported to me and I returned immediately from Utah to take care of the situation. After visiting the work and consulting with Mr. Rice we decided to put the matter up to Salem for decision. It was apparent to Mr. Rice as well as to me that we could not carry out your instructions and hope to do any efficient work. It was equally apparent that to put another shovel on the work would aggrivate the situation rather than help it. The quarry had not then started operations and it was apparent that they would not be able to cover the entire road from Pioneer Mt. to Eddyville before the rainy season.

We submitted all of the above facts to you at that time, and volunteered to conduct our operations in accordance with your ideas to best prevent the possibility of having the road tied up should heavy rains occur during the month of September. In answer to your specific inquiry, we agreed to handle the work in this more expensive manner without additional compensation. Our one stipulation was that no penalty be exacted for failure to complete the work within the contract time.

We would like to ask whether at the time of our conversation in early September you had not reconsidered your recommendation of August 26. To have held on the one hand that we should put on another shovel and push the work, and on the other that we should not complete any fills or cover the old road would have been most inconsistent.

We did not raise the question of your authority to issue instructions regarding the placing of fills and removing the old roadbed. It was a part of our contract and obviously if we were not permitted to do it within our contract time we would have been entitled to additional compensation for the extra expense and delay. We took a broader view of the matter than this, it was not good sense to tear up that road before winter.

It must be obvious that had we carried out your first suggestion and pushed the work night and day with two shovels that by the time of the rainy season that we would have had the road torn up as far as Pioneer Mountain. After insisting that we put in an additional shovel you could not have consistently shut us down or restricted our shovel operations. It is possible that with a late fall that the surfacing could have been completed before winter but that is highly improbable, and the result would have been an intollerable situation through the winter.

I would also like to ask, Mr. Collier, whether, after our conferance in September, you were not fully cognizant of the fact that I believed that it was understood that we were acting in perfect accord and that we were abandoning

any plans for completion of the work during the year of 1930, with full expectation that no penalty would be exacted. Surely you did not deliberately outsmart me by getting me to do everything that you wanted done without any intention of using your influence to obtain for me the one thing that I asked for. Had you been a private individual, the matter would have been simple, an out and out trade would have been made. As a public employee you did not feel free to absolutely commit your department. Knowing that, I did not press you to definitely commit yourself in writing but was satisfied that your recommendation would insure the results we desired.

With the complete picture before you I think that you will appreciate that an injustice has been done us in representing that we failed to work with you, also that in view of our understanding of the agreement reached in September that it would be an injustice to penalize us for non-completion of the work.

Very truly yours

S. H. Newell & Co.

By (Sgd) SIDNEY H. NEWELL

P
Y

December 10, 1930

Mr. R. A. Klein
O f f i c e

File 21 PL

Dear Sir:

Attached find application from S. H. Newell and Company, together with consent of surety, for an extension of time on their grading contract #1167, Pioneer Mountain Eddyville Section. They request an extension from September 30, 1930, to May 31, 1931.

There has been some considerable correspondence wherein I urged them to put on more equipment on this job in order that they might finish on time. On August 19, 1930, I notified them that progress on their contract indicated that unless additional equipment was put on the job, they would not be able to complete their contract on the specified date, September 30. Since no detours were available, I requested them to expedite progress of the work and also to plan equipment and methods to complete their job on or before September 30. On August 23 they wrote "There is no reason to believe that we will not be able to complete the grading operations in ample time". I again wrote to them on August 26 showing that they had moved less than half the total yardage to August 16 and that at that rate they could not possibly complete before November 15; and that before that time, there would undoubtedly be some wet weather.

Mr. Newell was not on the job much of the time and when here, was always very pleasant and agreeable, but the work was not nearly finished by the time rains came and we were thereby subjected to considerable expense and criticism from traffic.

It has been decided that it is best for all concerned for Mr. Newell to shut down until spring, and I would therefore recommend that his application for extension be granted, with penalty charged him for engineering expense.

Very truly yours,

[illegible],
Division Engineer

EAC:EI

COPY

August 26, 1930

Mr. S. H. Newell
Kamas, Utah

File 21 PL

Dear Sir:

I have your letter of August 23 stating that you have no reason to believe you will not be able to complete the grading operations on the Eddyville-Pioneer Mountain Section in ample time. I wish to call your attention to the fact that you have moved less than one-half the total yardage in the job to August 15, and that the amount handled last month was slightly under 15,000 cubic yards, at which rate the job could not be completed before November 15.

The date of completion for your contract is September 30. With the very best weather conditions and allowing for no lost time due to breakdowns of your equipment, it seems very improbable that your present outfit can complete the job by September 30. You can reasonably expect some bad weather during the month of September. We will be delayed over the Labor Day holiday and our rocking contractor expects to start laying rock immediately after Labor Day. He has his bunkers set up and I believe will be running by September 5. We hope that he can put on a single lift of rock throughout the entire job in thirty days, and we are very anxious that you should finish your job by the completion date and be out of his road, in order that traffic will not be caught in the mud this winter. All ready the people in Newport and Toledo are forecasting that they will be forced to plow through the mud all winter.

When do you expect to be down on this work again? We want to work with you in every way we can; but on account of traffic, request that you put on sufficient equipment to complete the job on time. I noticed last week that you had put a new cat and grader on, and think the finishing should move along in good shape now.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF
cc R.A.Klein
cc S.H.Newell
1254 Reed College Place
Portland, Oregon

COPY

S. H. NEWELL & CO.
1254 Reed College Place
PORTLAND

Kamas, Utah.
August 23, 1930

Mr. E. A. Collier, Div. Eng.
Oregon State Highway Eng.
Salem, Ore.

Dear Mr. Collier:

This will acknowledge receipt of your letter of Aug. 19. A 60 Caterpillar and grader has already been ordered for the Eddyville job and is probably now working.

Frankly, we do not see what we can do with the grader more than drag the road until you get ready to place surfacing material. It would hardly pay us to finish the road a long way in advance of the surfacing operations as the traffic would cut the road up in a short period of time, which would necessitate doing the work again when the surfacing operations started.

We are anxious to co-operate with you and have endeavored to obtain information as to the probable date of the commencement of surfacing operations in order to make the necessary plans for doing the finishing operations in sufficient time so as not to delay the surfacing work.

We had an understanding with Mr. Camp that he would furnish the equipment for our finishing operations and we naturally supposed that he would move it onto the job in plenty of time as he would be the one to suffer from a delay from that source.

If Mr. Camp is not moving his outfit in this fall that would change the entire situation. You will appreciate that we were loath to invest in a caterpillar and blade for this work if there was every reason to believe that similar equipment would be available and on the job in time to take care of the finishing before the surfacing operations commenced.

The writer discussed the matter of grading progress with Mr. Rice when last on the work, and he felt at that time that we would be able to complete the work with the one shovel. Due to a number of shovel breakdowns, our work lagged during the early summer but we all felt that with the motor completely rebuilt that our troubles were over.

There is no reason to believe that we will not be able to complete the grading operations in ample time and with the new grader outfit on the ground the finishing can be rushed as rapidly as desired.

Yours very truly,

S. H. NEWELL & CO.

By (Sgd) SIDNEY H. NEWELL

COPY

COPY

August 19, 1930

S. H. Newell & Co.
1254 Reed College Place
Portland, Oregon

File 21 PL

Gentlemen:

Progress on your Pioneer Mountain-Eddyville contract indicates that unless additional equipment is put on the job, you will not be able to complete your contract before the specified completion date, September 30, 1930.

Since there are no detours available for this road and a considerable amount of traffic must pass over it, we consider it imperative that the work be completed on time. It is our intention, if our surfacing contractor is unable to cover this entire section before the rains, to ship in gravel from the valley. You are, therefore, requested to expedite progress of this work and to push the finishing of the sections now roughed out in order that surfacing material may be placed thereon before the fall rains soften up this road.

We can reasonably expect some rain during the next six weeks which will undoubtedly cause delays, and you should at this time anticipate such delays and plan equipment and methods to complete this job on or before September 30.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF
cc Tom Davis
cc Tom Rice

Respectfully

#1187
2101
PR1509

August 15, 1931

Mr. C. L. Swain, Manager,
611 Railway Exchange Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of August 13th concerning the S. H. Newell Company contract No. 1187 - Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County, which was addressed to Hal E. Hoss, Secretary of State.

Please be advised that this contract was completed on July 25th, 1931. The retained percentage is $4,220.25. The final estimate is now being checked in this office and when completed final payment will be made.

Very truly yours,

STATE HIGHWAY COMMISSION,

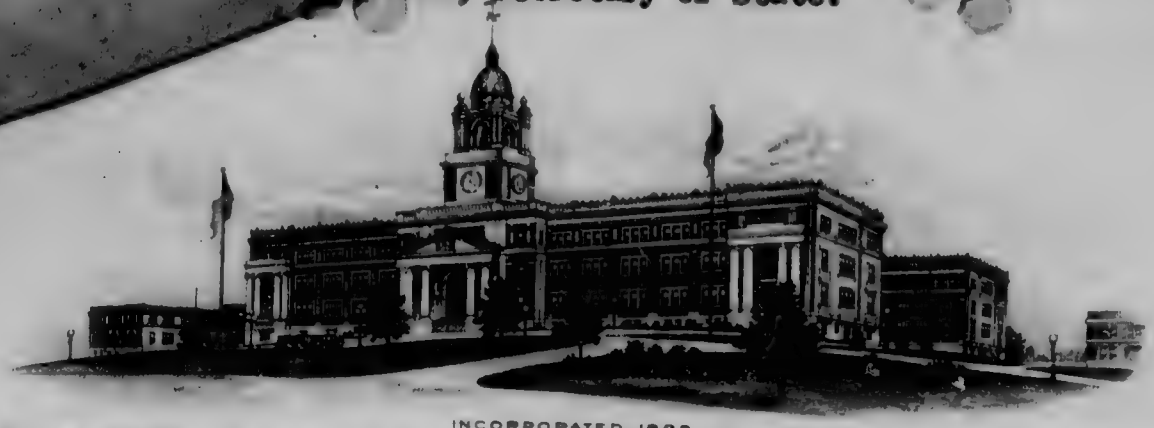
By

Secretary.

Dict. by J. McFarland.

...o the State Highway Commission,
...oss, Secretary of State.

#1187



INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE - BALTIMORE

OREGON CLAIM DIVISION
C. L. SWAIN, Manager
611 Railway Exchange Building
PORTLAND, OREGON

August 13, 1931

RECEIVED
AUG 15 1931
OREGON
STATE HIGHWAY COMMISSION

Mr. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Will you please let me know the status of the contract on the Pioneer Mountain-Eddyville section of the Corvallis-Newport Highway, Contract #1187, S. H. Newell & Company, date of award, April 30, 1930?

We should particularly like to know the percentage of completion and the amount of retained percentage now on hand.

Very truly yours,

C. L. Swain

CLS EA

C. L. SWAIN, Manager

Retained $4,220.25

RECEIVED

#1187
2102

PR 1509.

August 4, 1931

Benson & Benson,
Lawyers,
1102 Spalding Bldg.,
Portland, Ore.

Gentlemen: Attention of Mr. Chas. G. Benson

Reply is made to your letter of the 3rd inst., advising us of the claim of your client, Chas. Cladek, against Brown & Hatch, subcontractors under S. H. Newell & Co., to whom the State Highway Commission awarded the contract for the construction of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County, being State Highway Contract No. 1187.

We have no dealings with the subcontractors on our contracts, but hold the original contractors responsible for the satisfactory completion of the project and payment of claims. In connection with the above contract, S. H. Newell & Co., furnished a bond for this purpose. This bond was written by the Maryland Casualty Company, for whom Rogers Hart Banks Company are local agents, with offices in the Railway Exchange Building, Portland, Oregon. This bond is still in force. I would suggest that you take the matter up with S. H. Newell & Co., and also with the bonding company, if you get no satisfaction from the contractor.

We have no blanks for the filing of claims but, according to the statutes, notice should be filed with the Secretary of State prior to the expiration of one year from the date of completion of the contract. The contract is not yet complete.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

REC'D EN

August 4, 1931

Maryland Casualty Co.,
% Rogers Hart Banks Co.,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

This letter is to inform you that we have today received notice from Benson & Benson, lawyers of Portland, to the effect that their client, Chas. Gladek, has a claim against Brown & Hatch, subcontractor under S. H. Newell & Co., to whom the State Highway Commission awarded the contract for the regrading of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County, being State Highway Contract No. 1187.

This claim is in the sum of $182.71, and is for labor, repairs and gas furnished Brown & Hatch during the time that they were performing subcontract work under S. H. Newell & Co.

The above information is given you as you appear as surety on the bond furnished by the original contractor in this instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HSG:AJ

CC S. H. Newell &Co.,
1284 Mead College Place,
Portland, Ore.

CHAS. G. BENSON

BENSON & BENSON
LAWYERS
1102 SPALDING BUILDING
3RD AND WASHINGTON STS.
ATWATER 8647
PORTLAND, OREGON

Aug 3 1931

State Highway Commission
Salem Oregon.

Gentlemen:

Client, Chas Cladek, is claiming $103.71 against Brown & Eatch who it seems had a subcontract from Sidney H Newell on the Corvallis-Newport Highway during the summer of 1930.

This is for labor, repairs and gas while building highway between Chitwood and Toledo. I pre sume some of these parties, if not all, furnished bond and am writing to ask if any such bond is still in force.

If so, do you have any particular blanks for filing claims.

Thanking you for your help, I am

Very truly

Chas. G. Benson

RECEIVED
AUG 4 1931

ANSWERED
H. B. G.

Form 30—F-21635—5M—6-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

150 ~

Date Aug. 15,1931, 193

Job name Pioneer Mtn-Eddyville — Week from Aug.8 to Aug. 15,1931

Re-grading — Mail address Newport, Ore

Highway Corvallis-Newport — Telegraph or telephone address Newport, Ore

County Lincoln — Job prefix 21 PL — Express and freight address Newport, Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Work under the above prefix completed July 25.

Final Estimate expressed to Salem office August 13

NOTED
E. A. COLLIS

(See back of this sheet for instructions and detailed information)

Signed Frank A Ley

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 10.1

Miles completed 10.1

Miles completed except finishing .....

Total cubic yards in project 96000

Cubic yards moved to date 96000

Miles covered by contractor's forces .....

Miles cross-sectioned 10.1

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 3

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about Finished July 25

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 21 PL *Percentage* 00
2. 21PL-1 *Percentage* 75
3. 21 DM *Percentage* 25
4. ..... *Percentage* .....

#1209
Lincoln Co

PR 1509

July 20, 1931

Globe Indemnity Company
Harry L. Raffety, Agent
Title & Trust Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a letter that we have today received from E. B. Sparks of Eddyville, Oregon concerning his claim against C. L. Camp for services rendered Mr. Camp in connection with his contract for the surfacing of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County, state highway contract no. 1209.

This information is given you as you appear as surety on the bond furnished by Mr. Camp in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

ESO:W

cc C. L. Camp
Lucerne, California

July 20, 1931

E. B. Sparks
Eddyville, Oregon

Dear Sir:

Receipt is acknowledged of your card dated July 18, 1931 in which you state that checks given by Camp & Campbell, contractors, for payment for road work are not honored by the bank at Toledo and requesting information as to how to proceed to make collection.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of labor and material claims and all just debts dues and demands incurred against theproject. Such a bond was furnished by C. L. Camp in connection with the project against which you have a claim.

This bond was written by the Globe Indemnity Company for whom Harry L. Raffety is local agent with offices in the Title & Trust Building, Portland, Oregon. We offer this bond to you for your protection and suggest that you take the matter up with Mr. Raffety. If you secure no satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we inclose.

To further identify the project will say that this is state highway contract no. 1209 and is for the surfacing of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

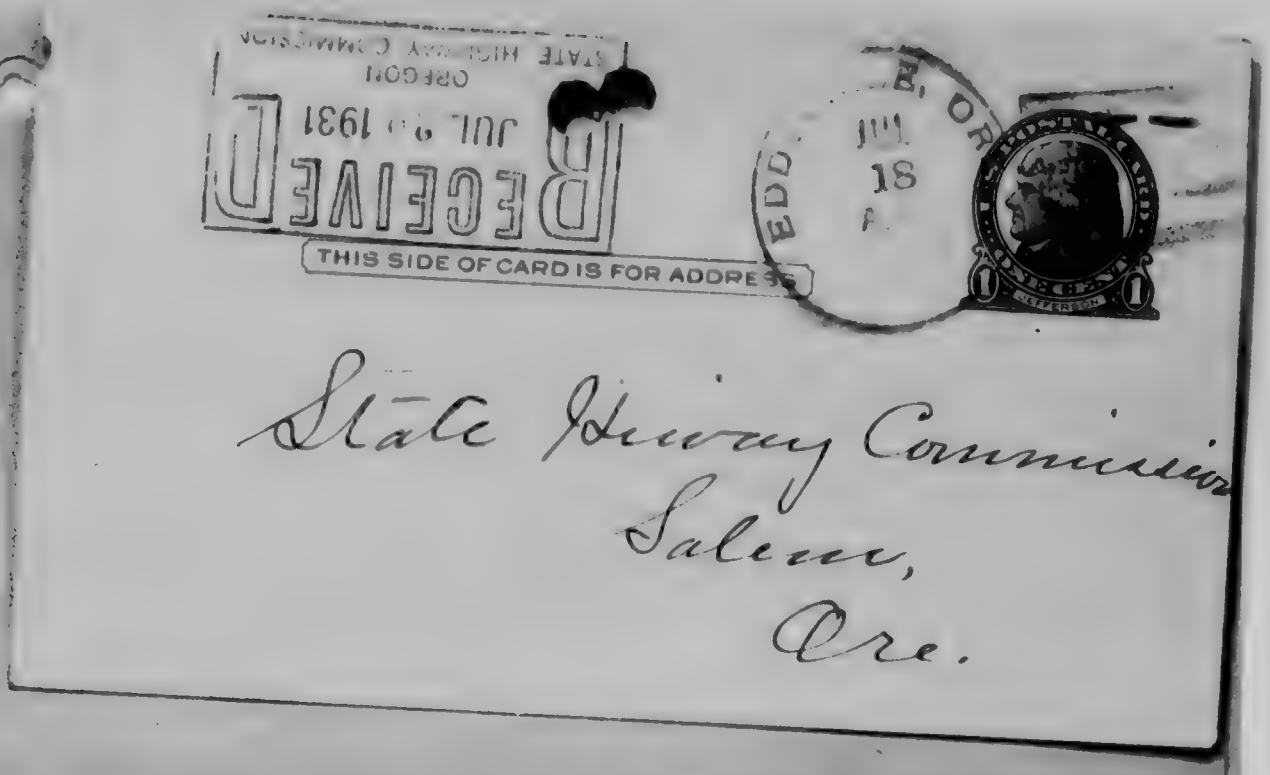
HBC:W
Inc.

Eddyville, Ore.
7-18-31

State Highway Commission,
Salem, Ore.

ANSWERED
17. B. G.

Will you please tell me where to present the checks given by Camp & Campbell Contractors, for payment? The bank at Toledo will not cash them. They are working between Eddyville & Toledo at the rock quarry. H. B. Sparks Eddyville, Ore



State Highway Commission
Salem,
Ore.

#1254
Wasco Co
PR(163B

July 20, 1931

Mr. Dan J. Kenney,
625 Failing Bldg.,
Portland, Oregon.

Dear Sir:

In response to your inquiry of July 17th we wish to advise that the contract covering the widening work on the Napinitia Highway is being handled by Dunn & Baker, Klamath Falls, Oregon. This contract is known as No. 1254 - Bear Springs-White River Summit Section of the Napinitia and The Dalles-California Highways in Wasco County.

We have no record of a subcontractor on this work by the name of Andrew K. Neeb. It is possible that he is so employed but as we have no direct dealing with subcontractors we would suggest that you write direct to Dunn & Baker.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

DAN J. KENNEY
ATTORNEY-AT-LAW
[redacted]
PORTLAND, OREGON
625 FAILING BUILDING

July 17, 1931

State Highway Commission,
State House,
Salem, Oregon

1254

Gentlemen:

I am interested to know, if you can advise me, the name of the general contractor upon the work now being done in widening the Wapinitia cut off. I am also interested to know whether or not your records show a subcontract to Andrew E. Neeb of this city. A client of mine makes this inquiry to confirm business arrangement with Neeb, and I will appreciate any information you may be able to give as to Neeb's contract, when he may expect accounting and the like.

Thanking you for this courtesy and trusting it is not too much of an imposition upon your department, I am

Yours very truly,

Dan J. Kenney eaf

DJK/eaf

RECEIVED
JUL 20 1931

PR 509 #1209
PR 509 Lincoln Co

July 10, 1931

General Petroleum Corporation,
Woodlark Bldg.,
Portland, Oregon.

Attention : Credit Manager.

Gentlemen: Attention: Mr. H. D. Glasgow.

Receipt is acknowledged of your letter of July 9th concerning C. L. Camp, contractor.

Please be advised that Mr. Camp has contract No. 1209 which is known as the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County. This contract consists of 10.1 miles of surfacing. Completion date is July 31, 1931. Bond was furnished by the Globe Indemnity Company for whom H. [illegible]ry L. Raffety, Title & Trust Bldg., Portland, is resident agent. The amount of the bond is $60,522.50.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

WOOD-LARK BUILDING - 367 ALDER STREET

PORTLAND, OREGON

July 9, 1931.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. D. Glaisyer.

Gentlemen:

We understand that Mr. C. L. Camp of Spokane, Washington, has been awarded the contract of surfacing highway between Pioneer Mountain and Eddyville, Oregon.

We are desirous of securing the job number, amount of contract, the time that job should be completed; and also, name of bonding company with whom he is bonded.

Enclosed is self-addressed envelope, and we will thank you for a reply.

Yours very truly,

Chas. A. Cronn

DIVISION CREDIT MANAGER.

H: Chas. A. Cronn.

RECEIVED
JUL 16 1931
OREGON
STATE HIGHWAY COMMISSION

FORM 3051

PR1509

July 2, 1951.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are submitting herewith the specifications, cost analyses, and estimates for the oiling work which we propose to perform with state forces on the Pioneer Mountain-Riddyville Section, Federal Aid Project No. 150-A.

As soon as action has been taken on this project, please let us know so that our oiling crew can be advised as to when the work can be started.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

SHP:ER

encl.

P. S. Prints of the revised typical cross-section sheet are being sent under separate cover.

S. H. P.

Oregon State Highway Department

Project No. 150-A.

PIONEER MOUNTAIN-EDDYVILLE SECTION

OF THE CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for modified agreement)

Salem, Oregon, June 12, 1931.

Grading

All Required				
87,000	cu. yds.	Clearing and Grubbing		$10,707.00
110,000	yd. sta.	Excavation, Single Classification	$0.41	35,670.00
8,400	yd. mi.	Overhaul	0.22	2,300.00
2,000	cu. yds.	Truck Haul	0.80	1,600.00
1,500	yd. mi.	Salvaging Surfacing Materials	0.75	1,500.00
1,600	lin. ft.	Hauling Salvaged Surfacing	0.30	480.00
5	only	Cable Guard Fence	1.00	1,600.00
480	lin. ft.	Extra Posts in Place	2.00	10.00
70	" "	12" Concrete Pipe	2.00	980.00
40	" "	18" " "	5.00	210.00
480	" "	24" " "	4.00	160.00
20	" "	12" Corr. Galv. Iron Pipe	1.80	678.00
15	" "	18" " " "	2.80	80.00
		36" " " "	7.00	105.00
				$ 55,977.00

Surfacing

100,000	sq. yds.	Oiling (State Forces)	$0.16	$ 16,000.00
9,730	cu. yds.	Sub-base Materials	$2.90	$ 28,217.00
9,730	" "	Base Materials	2.90	28,217.00
2,920	" "	Top Materials	3.00	8,760.00
3,210	" "	Key Materials	3.25	10,432.50
3,700	" "	Screenings	3.25	12,025.00
3,400	" "	Earth Filler	0.40	1,360.00
7,730	yd. mi.	Filler Haul	0.20	1,888.00
1,880	cu. yds.	Salvaged Surfacing Materials	0.80	1,500.00
1,440	yd. mi.	Hauling Salvaged Surfacing Matls.	0.30	432.00
975	M-Gals	Sprinkling	2.50	2,437.50
3,000	cu. yds.	Removal of Common Overburden	0.40	1,200.00
12,000	" "	Removal of Solid Rock Overburden	0.90	10,800.00
				$123,093.00

Sub-total	$178,982.00
10% Engr. & Cont.	17,898.20
Total	$196,880.20

Gross Length of Project		9.980 Miles
Length of Seven Bridges (Non-Participating)		0.070 "
Roadway (Sta. 1521 - 1540/70) Exception		0.372 Miles
Net Length of Project		9.478 "
Cost per Mile,	$20,772.35	
State Funds Available	$ 74,261.66	
Federal Aid Requested	122,518.34 (62.23%)	
	$196,780.00	

State funds for Construction: Chapter 175, Laws 1917; Chapter 51, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1917.

PIONEER MOUNTAIN-EDDYVILLE SECTION

Project No. 150-A

(Estimated Cost of Oiling Macadam Base by State Forces.)

1. **No. 2 Oil**

Source,	California Bay Districts		
Point of Delivery,	Eddyville		
Cost at Source,	"	$10.50	per ton
Freight,	" 1.25	7.00	" "
	" 5.00		
Total		$17.50	" " or $.075 per gal.

Estimated cost of oil per sq. yd. 0.56 gal at $.075 - - - - - - - $.040

2. **Production and Stock Piling of Aggregate** (Contract 1809)

1" - 1/2"	Metls. in Stock Pile	$2.00 per cubic yard
1/2" - 1/4"	" " "	2.00 " " "
Hauling Broken Stone,	Pile Measure	0.12 " yard mile

Cost of Aggregate per square yard:

.015 cu. yd.	1" -1/2" Metls. at	$2.00	$.030
.008 " "	1/2" -1/4" " "	2.00	.016
.046 yd. mi.	Hauling (Ad. haul approx. 2. mis.) "	0.12	.006

Total cost of Aggregate per sq. yard - - $.054

3. **Labor, Equipment and Supplies**

As per attached Statement, $648.75 per day
Estimated Daily Run, 10,000 square yards
Estimated Cost per Square Yard - - - - - - - - - - - - - - - - - - - $.065

Total Estimated Cost per Square Yard - - - - - - - - - - - - - - - $.159

(Use) $.16

DAILY COST OF OILING CREW

EQUIPMENT

1	Oil Distributor	at	$25.00	per day	$25.00
1	Tender Truck	"	20.00	"	20.00
3	Tender Truck Trailers	"	5.00	"	15.00
1	Boiler (2 shifts)	"	5.00	"	10.00
1	Retort (2 shifts)	"	11.00	"	22.00
1	Fuel Tank Trailer	"	2.50	"	2.50
1	Water Tank Trailer	"	2.25	"	2.25
2	Motor Graders	"	5.25	"	10.50
2	10-ton Gas Rollers	"	10.00	"	20.00
5	Dump Trucks	"	11.00	"	55.00
3	Light Trucks	"	2.50	"	7.50
2	Ford Cars	"	1.25	"	2.50
2	Sweepers	"	5.00	"	10.00
2	Tractors	"	3.50	"	7.00
2	Loaders	"	15.00	"	30.00
1	Flat Bed 10-ton Trailer	"	10.00	"	10.00
			Total		$244.25

SUPPLIES

Gasoline, Oil and Grease	$100.00	per day
Fuel for Boiler and Retort	15.00	"
Total		$115.00

LABOR

1	Superintendent	at	$10.00	per day	$10.00
1	Foreman	"	8.00	"	8.00
1	Timekeeper	"	5.00	"	5.00
1	Retort Operator	"	8.00	"	8.00
2	Boiler Operators	"	7.00	"	14.00
1	Watchman	"	4.00	"	4.00
1	Mechanic	"	7.00	"	7.00
2	Loader Operators	"	8.00	"	16.00
2	Pitmen	"	5.00	"	10.00
2	Tractor Drivers	"	6.00	"	12.00
1	Pilot Car Driver	"	5.00	"	5.00
8	Truck Drivers	"	6.00	"	48.00
2	Rollermen	"	7.50	"	15.00
1	Oil Truck Driver	"	7.00	"	7.00
1	Leverman	"	6.50	"	6.50
1	Tender Truck Driver	"	6.00	"	6.00
2	Grader Operators	"	7.00	"	14.00
2	Flagmen	"	5.00	"	10.00
17	Laborers	"	5.00	"	85.00
			Total		$290.50

Total for Equipment, Labor and Supplies $649.75

STATE OF OREGON

HIGHWAY DEPARTMENT

STANDARD RENTAL SCHEDULE FOR OILING EQUIPMENT

Cars	Average Cost	Av. Yrs. Life	Days Worked per Year	Depreciation	Tires Overhaul & Repairs	Rental Rate
Fords & Chevrolets	$ 700	3	500	$0.75	$0.50	$1.25
Trucks						
Fords & Chevrolets	1000	3	220	1.50	1.00	2.50
2 Ton F.W.D.	4300	5	200	4.30	3.20	7.50
3-1/2 Ton F.W.D.	6300	5	170	7.50	5.00	12.50
3-1/2 Ton Dump Trucks, Federals, etc.	4600	4	150	7.50	3.50	11.00
Oil Tenders; Liberty	8000	5	140	12.00	8.00	20.00
Oilers F.W.D. 6 Ton	10500	6	120	14.50	10.50	25.00
Water Tank	5000	5	200	5.00	3.00	8.00
Tractors						
Fordson	1300	5	155	1.70	1.30	3.00
McCormick-Deering	1450	5	160	1.80	1.70	3.50
60-Caterpillar	5800	4	160	9.00	6.00	15.00
Graders						
All Makes 10' Moldboard	1400	4	200	1.75	0.25	2.00
All Makes 12' Moldboard	2000	4	200	2.50	1.00	3.50
Adams 8' Scarifier	2000	4	200	2.50	1.00	3.50
All Makes Motorized Units without power	1400	4	200	1.75	0.50	2.25
Trailers						
Flat Bed 6 Ton Drop Frame	1300	7	50	3.75	2.75	6.50
" " 10 " " "	2000	7	50	5.75	4.25	10.00
Water Tank	900	7	100	1.25	1.00	2.25
Fuel Tank Insulated	1000	7	100	1.50	1.00	2.50
[illegible] Insulated Tender	1700	7	100	2.50	2.50	5.00
Miscellaneous Equipment						
Boilers 20 H.P. Portable	2700	5	160	3.40	1.60	5.00
Retort Portable	2800	4	120	6.00	5.00	11.00
Loaders Mogul	4800	5	100	9.50	5.50	15.00
Loaders Special	2500	5	70	7.00	3.00	10.00
Shovel 1/4-3/8 yards	5400	3	160	11.25	3.75	15.00
" 1/2 yard	8200	4	160	12.75	4.75	17.50
Sweepers	900	5	60	3.00	2.00	5.00
Rollers 10 Ton Gas	4300	5	120	7.50	2.50	10.00
" 6 " "	3000	5	120	5.00	2.50	7.50
Disc Harrow	150	1	100	1.50	0.50	2.00

SPECIFICATION FOR OILING OF MACADAM BASE

- - - - - PIONEER MT. - EDDYVILLE SECTION - - - - - - - -

Federal Aid Proj. No. 150A

1. Description: As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: 18 feet with extra width as required.

3. Size of Aggregates: Grade "B" - 1 inch to $\frac{1}{2}$ inch
   Grade "A" - $\frac{1}{2}$ inch to $\frac{1}{4}$ inch

4. Oil: No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Construction Procedure:

   a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   c. Apply No. 3 oil at a rate of 0.25 gallon per square yard. Temperature of oil at time of application to be not less than 375° F.

   d. Spread Grade "B" Rock, 0.015 cubic yards per square yard. Blade, broom and roll.

   e. After the No. 3 oil has hardened and become dry, make a second application of No. 3 oil, 0.30 gallon per square yard.

   f. Spread Grade "A" Rock, 0.008 cubic yards per square yard. Blade, broom and roll. Continue brooming and rolling until the surfacing is thoroughly compacted, adding additional Grade "A" Rock to take up excess oil, if necessary.

6. Use of Water Spray: The oil distributor shall be equipped with a water tank and water spray bar which will spray water onto the rock just ahead of the hot oil, in an amount equal to about ten per cent of the amount of oil. The water used shall be a soap and water solution

6. Use of Water Spray - Continued

made by mixing one part of soap jelly with nine parts of water, the proportioning being done on a weight basis. The purpose of the soap-water spray is to cause the hot oil to foam, thereby giving a more effective distribution of the oil.

7. Correction of Defects: Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

#1204
Lincoln Co
prris-oa

May 25, 1931

Shell Oil Company,
Toledo, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 22nd concerning C. L. Camp.

Please be advised that Mr. Camp has state highway contract No. 1200 which is known as the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County. This contract consists of 10.1 miles of surfacing. Bond was furnished by the Globe Indemnity Company for whom Harry L. Raffety, Title & Trust Bldg., Portland, is resident agent. The amount of the bond is $60,828.80. The completion date of the contract is July 31, 1932.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

TOLEDO, OREGON.
May 22nd, 1931.

Oregon State Highway Engineer,
Salem, Oregon.

Dear Sir:

We would greatly appreciate your advising us of the job number of the highway surfacing contract on the Corvallis-Newport near Eddyville, held by H. L. Camp.

Further, we would appreciate advice concerning the firm bonding this job, the amount of the bond and who is the local agent, and the amount of the contract.

Taking this opportunity of thanking you for your attention on this matter and trusting for your early reply, we beg leave to remain,

Yours very truly,

SHELL OIL COMPANY

By _____
FOR: LOCAL MANAGER

L/

RECEIVED
MAY 25 1931

1K 150a

GLOBE INDEMNITY COMPANY

A DUNCAN REID, PRESIDENT

CASUALTY INSURANCE — FIDELITY AND SURETY BONDS

NEWARK, N.J.

PACIFIC DEPARTMENT
SAN FRANCISCO, CALIF.

LEGAL AND CLAIM DEPARTMENT
803 TITLE AND TRUST BLDG.
HARRY L. RAFFETY
ATTORNEY

PORTLAND, ORE.,

March 2, 1931.

IN RE: C. L. CAMP

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer

I acknowledge receipt of your letter of February 28, 1931, reporting that Mr. G. B. McCluskey, lawyer of Toledo, Oregon, has written you to the effect that Toledo Machine Shop has a claim against Fuller & Cox Construction Company, sub-contractors under C. L. Camp to whom the State Highway Commission awarded the contract for the surfacing of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway. This notice comes to us on account of Globe Indemnity Company's surety bond issued in favor of C. L. Camp.

This letter is to acknowledge receipt of your communication. I am communicating this information to Mr. Camp and asking that he investigate the claim.

Yours very truly,

HLR:DF

HARRY L. RAFFETY

#120
Lewis Co
PR 150a

February 28, 1931

Globe Indemnity Company
Harry L. Rafferty, Agent
Title & Trust Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from Mr. C. B. McCluskey, Lawyer of Toledo, Oregon, to the effect that the Toledo Machine Shop, being operated by Nicholai Brothers of that city, has a claim aginst Fuller & Cox Construction Company, subcontractor under C. L. Camp to whom the State Highway Commission awarded the contract for the surfacing of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway. This claim is in the sum of $32.85 and we have been advised that they have been unsuccessful in securing any satisfaction from the subcontractors.

This information is given you as you appear as surety on the bond furnished by Mr. Camp in connection with this work.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:d

cc C. L. Camp
Medford, Oregon

February 28, 1931

G. B. McCluskey, Lawyer
Toledo, Oregon

Dear Sir:

We have your letter of the 27th instant concerning Fuller & Cox Construction Company who you state are subcontractors under C. L. Camp to whom the State Highway Commission awarded the contract for the surfacing of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway.

In reply will state that the State Highway Commission holds the original contractor responsible for the satisfactory completion of the job and the settlement of claims that are incurred against it. We have no dealings whatever with the subcontractors and have no knowledge of the contractual relations between the contractor and the subcontractor.

Our suggestion is that you take the matter of the claim up with Mr. Camp. If you do not secure any satisfaction from him then you should file your notice with the surety on the bond that was furnished for the protection of labor and materials claims and all just debts, dues and demands incurred against the bond. This bond was written by the Globe Indemnity Company for whom Harry L. Raffety is local agent with offices in the Title & Trust Building, Portland, and you should also file notice of the claim with the Secretary of State in accordance with the provisions of the Oregon Laws covering such matters.

In conformance with our usual practice we are today calling this matter to the attention of the surety company and the original contractor.

Very Truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

LAW OFFICES OF
G. B. Mc CLUSKEY
TOLEDO, OREGON

February 27, 1931.

ANSWERED
H. B. G.

Oregon State Highway Commission,
Salem, Oregon.

Sirs:

I am writing you with regard to Fuller & Cox Construction Company who, I believe, are sub-contractors under C. L. Camp who has a contract on the Newport-Corvallis Highway. This concern has contracted an indebtedness of $32.85 with Nickolai Bros., doing business as Toledo Machine Shop and all efforts to collect this account have thus far been of no avail.

I should appreciate being advised as to the contractual relations, if any, existing between these parties and the State in order that steps may be taken to collect this account.

Thanking you in advance for this information,
I am,

Very truly yours,

G B McCluskey

GBM:H

ANSWERED
H. B. G.

FEB 28 1931
OREGON

PR 150a

February 24, 1951

Lord & Moulton, Lawyers
1107 Spalding Building
Portland, Oregon

Attention: Mr. William P. Lord

Gentlemen:

In response to your request of the 21st instant we hand to you herewith a certified copy of the contract awarded to C. L. Camp for the surfacing of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County, being state highway contract #1269.

There is no charge for this copy and we are therefore returning to you herewith the blank check that you sent us.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W
Enc.

WM. P. LORD
ARTHUR I. MOULTON

LORD & MOULTON
LAWYERS
1107 SPALDING BUILDING
PORTLAND, OREGON

#1209

February 21, 1931.

Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Hoisting & Portable Excavators
vs C.L.Camp & Globe Indemnity Co.

Will you kindly send us a certified copy of the contract and bond on the Philomath and Yaquina Bay Highway improvement.

We are enclosing our check in blank to cover costs of copies.

Very sincerely yours,

LORD & MOULTON

By

WPL:H

ANSWERED
H. B. C.

RECEIVED
FEB 2
OREGON
STATE HIGHWAY COMMISSION

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 20, 1931

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention Mr. H. B. Glaisyer,)

We are enclosing for your attention, a letter from Lord & Moulton, Lawyers, 1107 Spalding Building, Portland, Oregon, requesting a copy of the contract and bond of C. L. Camp covering state highway construction work. This is in connection with a notice of claim by Hoisting & Portable Excavators, Inc., for rent furnished in the sum of $1,600.00, filed in this office February 16, 1931, our file No. 902.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L
RECEIVED
FEB 21 1931
OREGON
STATE HIGHWAY CON...

Wm. P. Lord
Arthur I. Moulton

LORD & MOULTON
LAWYERS
1107 SPALDING BUILDING
PORTLAND, OREGON

Feb. 19, 1931

Secretary of State,
Salem, Oregon

Dear Sir:

Attn. Edith Libby

Referring to notice of claim by Hoisting and Portable Excavators, Inc. against the bond of C. L. Camp, are we not entitled to a certified copy of the contract and bond of Camp?

Very truly yours,

LORD & MOULTON

WPL/B

By

RECEIVED
FEB 21 1931
OREGON

#1209

#1500

GLOBE INDEMNITY COMPANY

A. DUNCAN REID, PRESIDENT
NEWARK, N.J.

PACIFIC DEPARTMENT
SAN FRANCISCO, CALIF.

LEGAL AND CLAIM DEPARTMENT
603 TITLE AND TRUST BLDG.
HARRY L. RAFFETY
ATTORNEY

PORTLAND, ORE.

February 20, 1931.

IN RE: BOND OF C. L. CAMP

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer

I acknowledge receipt of your letter of February 19, 1931, enclosing copy of notice filed by Hoisting and Portable Excavators, Inc., for rent furnished in the sum of $1600.00 for work of equipment in connection with C. L. Camp's contract for the Pioneer-Eddyville Section of the Corvallis-Newport Highway, contract #1209.

I thank you for furnishing me with a copy of the claim and am taking the matter up with Mr. Camp.

Yours very truly,

HLR:DF

HARRY L. RAFFETY

#1209
Tillamook Co
1R150a

February 19, 1931

Globe Indemnity Company
Harry L. Saffety, Agent
Title & Trust Building
Portland, Oregon

Gentlemen:

We have today received information from the Secretary of State to the effect that Messrs. Lord & Hamilton, Portland, Oregon, have filed a notice of claim by Building and Portable Excavators, Inc. for rent furnished in the sum of $1600.00 for work of excavating in connection with C. L. Camp's contract for the Pioneer-Eddyville Section of the Corvallis-Newport Highway, contract #1209.

This information is given you since you appear as surety on the bond furnished by C. L. Camp in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW
Inc.

cc C. L. Camp
Medford, Oregon

February 19, 1951

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 16th instant in which you inclose three certified copies of the notice of claim of the Hoisting and Portable Excavators, Inc. for rent of shovel in the sum of $1000.00 for the work of excavating in connection with the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County, contract #1209, said claim being against C. D. Camp.

This information is being sent to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
FEB 19 1931
OREGON
STATE HIGHWAY

February 16, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received from Messrs. Lord & Moulton, Portland, Oregon, and filed as of this date a notice of claim by Hoisting and Portable Excavators, Inc. for rent furnished in the sum of $1600.00 against the bond taken from C. L. Camp, principal, and Globe Indemnity Company, surety, for the work of excavating portions of the Philomath-Newport Highway.

We are enclosing herewith for your information and files ac certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Lubby

HM
encs.

To the State of Oregon (Highway Commission):

Notice is hereby given that the undersigned, Hoisting and Portable Excavators, Inc., a corporation, has a claim for the rental value and work performed by a steam shovel known as Type 21, steam shovel 5118, in the amount of Sixteen Hundred Dollars ($1600.00) against the bond taken from C. L. Camp and the Globe Indemnity Co., a corporation, as surety, for the work of excavating on portions of the Philomath-Newport Highway. Said claimant rented to Messrs. P. McD. Fuller and Hugh F. Cox the aforementioned steam shovel at a rental of Four Hundred Dollars ($400.00) per month; that the rental commenced on the 15th day of August, 1950, and ended on the 15th day of December, 1950, and said shovel performed work on the construction of said Highway during said period of time. That no part of said sum of $400.00 per month has been paid to claimant, and there is a balance due claimant in the sum of Sixteen Hundred Dollars ($1600.00).

In the performance of said work C. L. Camp was the original contractor, and P. McD. Fuller and Hugh F. Cox had a contract for the excavation of a portion of said work. That it is the intention of the claimant to enforce this claim against the Globe Indemnity Co., a corporation, C. L. Camp, and P. McD. Fuller and Hugh F. Cox.

Dated this 12th day of February, 1951.

HOISTING AND PORTABLE EXCAVATORS, INC.

By _____ IRWIN BALDWIN
Claimant
Chairman Board of Directors
Address: 1107 Spalding Bldg.
Portland, Oregon

Endorsed: File No. 902
Filed February 16, 1951
HAL E. HOSS
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Hoisting and Portable Excavators, Inc. for rent furnished in the sum of $1600.00 against the bond taken from C. L. Camp, principal,and Globe Indemnity Company, surety, for the work of excavating portions of the Philomath-Newport Highway, with the original notice of claim filed in the office of the Secretary of State on February 16, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of February A. D. 1931.

Hal E Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Hoisting and Portable Excavators, Inc. for rent furnished in the sum of $1600.00 against the bond taken from C. L. Camp, principal,and Globe Indemnity Company, surety, for the work of excavating portions of the Philomath-Newport Highway, with the original notice of claim filed in the office of the Secretary of State on February 16, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of February A. D. 1931.

Hal E. Hoss

Secretary of State

PR 150a

January 21, 1931

City Insurance Agency
501 Henry Building
Portland, Oregon

Attention Mr. T. J. Mahoney,
Vice President

Gentlemen:

Receipt is acknowledged of your letter of January 20, 1931 making inquiry concerning Mr. J. B. Thomas of Eugene, Oregon. Your letter makes particular reference to an uncompleted contract with Mr. C. L. Camp of Chitwood, Oregon. In reply would say that Mr. Camp has a state highway contract at Chitwood, Oregon, but inasmuch as we do not require the contractors to file their subcontracts with us, we are not in immediate touch with the operations of these subcontractors. Therefore, I am unable personally to answer your question as to the amount of this contract or the balance due.

It is probable that our Division Engineer, Mr. E. A. Collier, who has charge of our construction work in Lincoln County, may have some knowledge of this subcontract, but I doubt if he can give you the figures as to the amount of the subcontract or the balance which may be due. Mr. Collier, however, is now away on his weekly inspection trip and probably will not return to this office before Saturday or Monday. Since you desired the information by Thursday, I thought it best to reply promptly advising you of our inability to furnish the information requested.

Very truly yours,

State Highway Engineer

RAK:HI

CITY INSURANCE AGENCY

GENERAL INSURANCE - SURETY BONDS

501-529 HENRY BUILDING

E. P. MAHAFFEY, PRESIDENT
T. J. MAHONEY, VICE PRESIDENT — JAY BOWERMAN, SECRETARY
J. B. WHEELER, VICE PRESIDENT

PORTLAND, OREGON

January 20th, 1931

Oregon State Highway Commission
Engineering Department
Salem, Oregon

Attention: Mr. Roy H. Cline, State Engineer

Gentlemen:

We have the application of Mr. J. B. Thomas Eugene, Oregon, for a Contractors Bond in the sum of $7390.00 sub-contracting under the Atlas Construction Company, for rock work on the McKenzie Highway.

In his statement, Mr. Thomas lists an uncompleted contract with Mr. C. L. Camp, Chitwood, Oregon the original contract being for approximately $13,000.00 and on which we understand from his statement there is a balance due of approximately $5500.00. We understand Mr. Camp to be one of your contractors direct from the State or under one of your contractors. We would appreciate your advising us of the status of Mr. Thomas' contract with Mr. Camp.

Inasmuch as this bond is required in the next two or three days, it will be extremely helpful if you can give us what information you have at hand by Thursday.

Yours very truly,

CITY INSURANCE AGENCY

By T. J. Mahoney
T. J. Mahoney, Vice President.

TJM:MW

WRITING ALL LINES OF INSURANCE
SURETY C.I.A. BONDS

FORM S-0-1 S-15011 500 10-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. BATES, MEDFORD
M. A. LYNCH, REDMOND

ff 1502

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER

SALEM

December 22, 1930

Mr. H. B. Glaisyer
O f f i c e

Dear Sir:

Attached find three copies of a lease from the State Highway Commission to C. L. Camp for the use of the north half of our Steinmetz stock pile site, recently purchased; also, a letter from Mr. Camp requesting us to deduct $150.00 from his next estimate for the surfacing, to pay for this lease.

I am sending a copy of this letter to S. H. Probert with the request that he make this deduction.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF
cc S.H.Probert

OREGON STATE H
OFFICE OF E

COPY

C. L. CAMP
General Construction
Spokane, Washington.

COPY

Chitwood, Oregon

Mr. Collier
State Office
Salem, Oregon

Dear Sir:

Find enclosed lease on brush site at Steinmetz Place. Please charge $150.00 to my account and oblige

C. L. CAMP

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore. FAP 150-A

Post Office Building
Portland, Oregon.

DEC 12 1930

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

P.S. One copy each of approved special provisions and approved estimate, upon which the project agreement has been based, are enclosed.

A4pr8044

Form P. R. 2

State Oregon

Project No. 150-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of September, 1930

by and between The State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 1928, a project statement, which was approved by the Secretary on the 7th day of June, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 25th day of April 1930, and approved by the Secretary on the 10th day of November, 1930, and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of One hundred eleven thousand, five hundred sixty-six and 06/100

dollars ($111,566.06) as the share of the United States payable under said act on account of said Section A of project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ..... Chap. 175, Laws of 1917; Chap. 21, Laws of 1920 .....
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....
(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 1730+00, near Eddyville, in the S.W.¼ of Sec.3, T.11 S., R.10 W., W.M., and survey station 2257+23.8 in the N.W.¼ of Sec. 24, T.10 S., R.10 W., W.M., (excepting therefrom those portions between Stas. 1805+92 and 1804+48; 1821 and 1841+50; 2057+45 and 2059+40; 2148+14 and 2148+60; 2172+32 and 2172+89; 2205+74 and 2206+48; and 2249+75 and 2249+94) ..... terminal points, a distance of 3.473 miles, known locally as Pioneer Mt. - Eddyville Section of the Corvallis-Newport Highway.

Between a point on the Federal Aid Road at or near Newport and a point on the Federal Aid Road at or near Corvallis, Lincoln County, being Section A of Oregon Federal Aid project No. 159.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—6918

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of

One hundred eleven thousand, five hundred sixty-six and 06/100

dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of One hundred seventy-nine thousand, two hundred eighty and 20/100

dollars, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ~~STRICKEN OUT~~

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ (State or county) of _____ (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing [illegible] available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing
_____
funds, probable amount annually available, and how will be placed under direct control of Highway Department)
_____

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing
_____
funds and probable amount annually available)
_____

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
_____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 10th day of November, 1930.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H. B. Bowerman
Chairman, State Highway Commission
(Title of officer)

By C. H. Gram
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

[SEAL]

R. W. Dunlap
Acting Secretary of Agriculture.

8—5518

CMB

#1187

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1730+00, near Eddyville, in the S.W.¼ of Sec. 3, T.11 S., R. 9 W., W.M., and survey station 2257+23.0 in the N. W. ¼ of Sec. 26, T. 10 S., R. 10 W., W. M., (excepting therefrom these portions between Stas. 1803+99 and 1804+48; 1821 and 1841+50; 2057+45 and 2058+40; 2148+14 and 2148+60; 2172+52 and 2172+69; 2205+74 and 2206+48; and 2249+75 and 2249+94) locally known as Pioneer Mt. - Eddyville Section of the Corvallis-Newport Highway, between a point on the Federal Aid Road at or near Newport and a point on the Federal Aid Road at or near Corvallis, Lincoln County, and designated in the records of this Department as Section A of Project No. 150, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $172,200.20 as the total estimated cost of Section A of said project, and the sum of $111,566.06 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed the authorized Federal pro rata share / per cent of said total estimated cost.

Done at the city of Washington, this 10th day of November one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting *Secretary of Agriculture.*

GPO 8—4826

#1187
31PL
PR1500

November 28, 1930

Shell Oil Company
Toledo, Oregon

Attention: T. T. Homes

Gentlemen:

We acknowledge receipt of your letter of the 24th instant in which you advise us of your claim in the sum of $3,580.74 against S. H. Newell & Company for petroleum products furnished that company in connection with its contract for the regrading of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County.

According to Section 2991 of the Oregon Laws a notice of your claim should be filed with the Secretary of State prior to the expiration of a period of one year from the date of completion of the contract in order to hold the bond liable after the expiration of the one year period.

We note that you have been informed as to the company that wrote Mr. Newell's bond. As stated in your letter it is the Maryland Casualty Company for whom Rodgers Hart Banks Co. is local agent with offices in the Railway Exchange Building, Portland, Oregon.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H.B. Glaisyer
Chief Clerk

HBG:W

November 26, 1930

Maryland Casualty Co.,
Rodgers Hart Banks Co., Agent
Railway Exchange Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Shell Oil Company in which they advise us of their claim in the sum of $5,590.74 against the bond taken from the Maryland Casualty Co. and S. H. Howell & Company in connection with the contract awarded to the S. H. Howell Company for the regrading of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County being State Highway Contract #1187.

This information is given you as you appear as surety on the bond furnished by S. H. Howell & Company in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaiayer
Chief Clerk

HBG:W
Inc.

cc S. H. Howell & Company
1254 Reed College Place
Portland, Oregon.

SHELL OIL COMPANY

PETROLEUM PRODUCTS

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

TOLEDO, OREGON.
November 24th, 1930.

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned Shell Oil Company has a claim for lubricating oil, greases, gasoline, kerosene and coupons in the sum of $3,590.74 against the bond taken from the Maryland Casualty Company by S. H. Newell & Company for the state highway work at Eddyville, Oregon, job number 21 PL.

Yours very truly,
SHELL OIL COMPANY
By G. G. Homes
MANAGER, TOLEDO DEPOT

L/
Registered

ANSWERED
H. B. C.

PR 1500

November 12, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

In reply to your letter of November 5th concerning the surfacing of the Pioneer Mountain-Eddyville Section (F. A. Project No. 150-A), this will advise that no change has been made, or is proposed to be made, in the specifications in accordance with which the surfacing is to be constructed. However, within the limits of the project, there are a few short sections of new grade over which traffic must be handled during the winter months, and on which it was necessary to place a part of the surfacing materials at the earliest possible time and before the fall rains commenced. The sub-base materials being 3-1/2 inch rock were too coarse to serve satisfactorily in the preliminary surfacing of these sections of new grade, so we were forced to use base materials.

The base materials so used will serve as a part of the sub-base course quite as well as would the coarser sub-base materials, and will replace an equal quantity of sub-base material. There will be no reduction in the thickness of the surfacing or in the total quantities of rock to be placed.

This matter should have been taken up with you before proceeding, but it did not occur to the division engineer by whom the arrangements were made that the Bureau was interested. We are very sorry that such is the case, and will endeavor to avoid a recurrence.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MB

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER

SALEM

November 10, 1930

Mr. S. H. Probert
O f f i c e

Dear Sir:

The reason no request has been made to the Bureau of Public Roads for a change in the plans for surfacing the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway, Federal Aid Project #150-A, is because no such reduction in quantity of rock has been made or planned.

The specifications call for a sub-base of 3½" rock, approximately 1000 yards to the mile, covered with the same quantity of 2½" rock. The first of these courses is called sub-base, and second, base. We thought the 2½" rock would be easier on traffic than the 3½" rock for the two miles to be placed this fall. The contractor has placed a course of the 2½" rock, and on it in the spring we intend to place the remainder of the 2000 yards per mile planned for sub-base and base. On the sections not started this fall, we plan next spring to place the regular specifications, 3½" sub-base and 2½" base.

If you desire additional information before writing to Mr. Lynch, please come in and see me or give me a ring.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN REPLY PLEASE REFER TO
FILE No.

Post Office Building
Portland, Oreg.

November 5, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to the surfacing of Oregon Federal Aid Project No. 150-A, Pioneer Mountain - Eddyville Section of the Corvallis-Newport Highway.

A recent field inspection of this project, together with examination of the October 15th field estimate, discloses the fact that no sub-base material is being placed, the base material having been increased to 1,400 cubic yards per mile. This base course is in lieu of 1,000 yards of sub-base and 1,000 yards of base material contemplated under the special provisions approved by this Bureau. We have had no request from your Department for approval of this change. Kindly submit to this office an explanation of this unauthorized deviation from the special provisions, and outline your future plans for this project.

Very truly yours,

W. H. LYNCH
District Engineer.

Prohert

October 18, 1930.

The Cascade Investment Company,
East First and Main Streets,
Portland, Oregon.

Gentlemen: Attention: Mr. L. G. Boyer

Reference is made to your letter of October 17th, concerning the G. L. Camp Project for the surfacing of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway.

The monthly estimates for that contract are closed on the fifteenth of the month and payments should normally reach the contractor from two to three weeks later.

The quantities of work performed to October 15th, 1930, are as follows:

Base Material, 2,161 cubic yards
Key Material, 609 cubic yards
Screenings, 584 cubic yards
Sprinkling, 71.5 M-gallons
Removal of Common Burden, 8,360 cubic yards
Removal of Solid Rock Overburden, 5,280 cubic yards
Maintenance Materials on Road (Special Agreement)
290 cubic yards

As the sending of copies of the estimates to you each month would probably be overlooked more often that it would be remembered, we suggest that you make arrangements to have your field representative obtain this information each month from the resident engineer.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EB

TELEPHONE EAST 6318

CASCADE INVESTMENT COMPANY

GENERAL HAULING
CONTRACTORS

OFFICE AND GARAGE
EAST FIRST AND MAIN STREETS

PORTLAND, OREGON

October 17, 1930.

Mr. Probert,
State Highway Dept.,
Salem, Ore.

Dear Sir:

Would you please be good enough to send us a copy, each month, of the estimate of C. L. Camp on his State of Oregon contract at Chitwood, Oregon. We are hauling the rock to the crusher and are being paid on a yardage basis, you will therefore understand our reason for wanting this.

We would also like to have the past estimate and advise as to when pay-ment is made and the estimate taken.

Thanking you very kindly for this and past favors, we are,

Very truly yours,

CASCADE INVESTMENT COMPANY

BY Lawrence Reyes

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. 150-A

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 3, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith three copies of proposed Project Agreement, as amended, for signature and return to this office.

Recommendation for approval of this project has been made with the understanding that the condition of the quarries will be given special attention during construction and that the overburden items will not be vouchered until the practicability of the quarries has been definitely established.

Your attention is called to the fact that although the Special Provisions permit stockpiling part of the salvaged materials, Federal aid cannot be paid on any of this material not incorporated in the completed construction.

Very truly yours,

W. H. Lynch
District Engineer

Encl.

FORM S-S-1 S-12830 1000 5-23

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 150a

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

NOTED

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

August 26, 1930

Mr. S. H. Newell
Kamas, Utah

File 21 PL

Dear Sir:

I have your letter of August 25 stating that you have no reason to believe you will not be able to complete the grading operations on the Eddyville-Pioneer Mountain Section in ample time. I wish to call your attention to the fact that you have moved less than one-half the total yardage in the job to August 15, and that the amount handled last month was slightly under 15,000 cubic yards, at which rate the job could not be completed before November 15.

The date of completion for your contract is September 30. With the very best weather conditions and allowing for no lost time due to breakdowns of your equipment, it seems very improbable that your present outfit can complete the job by September 30. You can reasonably expect some bad weather during the month of September. We will be delayed over the Labor Day holiday and our rocking contractor expects to start laying rock immediately after Labor Day. He has his bunkers set up and I believe will be running by September 8. We hope that he can put on a single lift of rock throughout the entire job in thirty days, and we are very anxious that you should finish your job by the completion date and be out of his road, in order that traffic will not be caught in the mud this winter. All ready the people in Newport and Toledo are forecasting that they will be forced to plow through the mud all winter.

When do you expect to be down on this work again? We want to work with you in every way we can; but on account of traffic, request that you put on sufficient equipment to complete the job on time. I noticed last week that you had put a new cat and grader now, and think the finishing should move along in good shape now.

Very truly yours

E. A. Collier

E. A. Collier
Division Engineer

EAC:EF
cc R.A.Klein
cc S.H.Newell
1254 Reed College Place
Portland, Oregon

PR 150a

August 15, 1930

Mr. C. L. Camp
Eddyville, Oregon

Dear Sirs

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the surfacing of the Pioneer Mountain—Eddyville Section of the Corvallis-Newport Highway in Lincoln County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

Form 30--E-15580—2500—2-30.

1259

OR[illegible] STATE HIGHWAY DEPARTME[illegible]

PR 15-6 (a)

FIELD ENGINEER'S WEEKLY REPORT

Date Aug. 9, 1930, 193

Job name Pioneer Mtn.-Eddyville Surfacing

Week from Aug. 2 *to* Aug. 9

Mail address Newport, Ore

Highway Corvallis-Newport

Telegraph or telephone address Newport, Ore

County Lincoln *Job prefix* 21 PL-1

Express and freight address Newport, Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

C.L. Camp contractor receives carload equipment Thursday Aug. 7 Started grading and leveling for bunker erection on Stienmetz property adjacent to Highway. Several trucks on job hauling materials from R.R. for bunkers.

Active stripping work to start on Morrison quarry Monday Aug. 11.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed Thos A. Lee

Title Res Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project ..... 10 ℄

Miles completed ..... None

Miles partially done ..... None

Total cubic yards in project 40000

Cubic yards produced to date ..... None

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 11 men,

..... 1 teams, ... 3 trucks

Project will be completed about .....

Number of men in Engineering Party ..... None

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 21PL-1 ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

2c 2c PF 150a

July 31, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Pioneer Mountain-Midyville Section, Project No. 150-A.

We wish to call to your attention that the quantities of surfacing materials shown on this estimate are less than those upon which bids were received. These reductions are for the approximate quantities which are to be placed on that portion of the work which is beyond the limits of the project, namely, between Stations 1715+00 and 1730+00. The pro rata quantities which we have used in this estimate have been computed by using the length of the project as 9.51 miles and the length of the work to be done under the contract as 9.77 miles.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. Nash,
Asst. Office Engineer.

JWN:ER
encl.

Oregon State Highway Department — Project No. 150-A

PIONEER MOUNTAIN-EDDYVILLE SECTION

OF THE CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Estimate on basis for project agreement. Based on low bid prices)

Salem, Oregon, July 30, 1930.

Grading

All Required	Clearing and Grubbing			$10,707.00
87,000 cu. yds.	Excavation, Single Classification	$0.41		35,670.00
110,000 yd. stn.	Overhaul	0.02		2,200.00
8,400 yd. mi.	Truck Haul	0.20		1,680.00
2,000 cu. yds.	Salvaging Surfacing Materials	0.75		1,500.00
1,500 cu. yds.	Hauling Salvaged Surfacing	0.30		450.00
1,600 lin. ft.	Cable Guard Fence	1.00		1,600.00
5 only	Extra Posts in Place	2.00		10.00
480 lin. ft.	15" Concrete Pipe	2.00		960.00
70 " "	18" " "	3.00		210.00
40 " "	24" " "	4.00		160.00
450 " "	15" Corr. Galv. Iron Pipe	1.50		675.00
20 " "	18" " " " "	2.50		50.00
15 " "	36" " " " "	7.00		105.00
				$ 55,977.00

Surfacing

9,730 cu. yds.	Sub-base materials	2.90	$ 28,217.00
9,730 cu. yds.	Base Materials	2.90	28,217.00
2,220 cu. yds.	Top materials	3.00	6,760.00
3,210 cu. yds.	Key materials	3.25	10,432.50
3,700 cu. yds.	Screenings	3.25	12,025.00
3,400 cu. yds.	Earth Filler	0.40	1,360.00
7,790 yd. mi.	Filler Haul	0.20	1,558.00
1,900 cu. yds.	Salvaged Surfacing Materials	0.80	1,500.00
1,460 yd. mi.	Hauling Salvaged Surfacing Mtls.	0.30	438.00
975 M-Gals.	Sprinkling	2.50	2,437.50
3,000 cu. yds.	Removal of Common Overburden	0.40	1,200.00
12,000 cu. yds.	" " Solid Rock Overburden	0.90	10,800.00
			$ 107,005.00

Sub-total	$ 162,982.00
10% Engr. & Cont.	16,298.20
	$ 179,280.20

Gross length of project	9.930 miles
Length of 7 bridges (non-participating)	0.079 miles
Roadway (Sta. 1821 - Sta. 1839) Exception	0.341 miles
Net length of project	9.510 miles

Cost per mile $

State Funds Available	$67,714.14	
Federal Aid Requested	111,566.06	(62.2%)
	$179,280.20	

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1919.

State Funds for Maintenance: Chapter 41, Laws 1917.

FF 150 a

July 23, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We refer now to your letter of July 14th in regard to the Pioneer Mountain-Eddyville Surfacing Project, Federal Aid Project 150-A.

Our investigation of the Stalmaster Quarry site indicates that only about 30,000 cubic yards of broken stone can be produced from that source, whereas, a total of approximately 45,000 cubic yards of material is required for the project. We have, therefore, arranged with the contractor to obtain the additional material from an old county quarry located approximately 1.6 miles south of the project, which quarry is known as the Morrison Quarry. Sufficient material to complete the work is available from that source, and the contractor has agreed to furnish it at his bid prices without extra compensation. Complete details of our arrangement with the contractor are included in supplemental special provisions which are being made a part of the contract, copies of which supplemental special provisions are enclosed herewith for your files.

It is now quite certain that sufficient rock for the completion of the project is available from the two sources above referred to, and there is little liklihood of the contract having to be terminated prior to completion in its entirety. However, in case such termination should become necessary, we will not expect any Federal participation in the adjustment that we might have to make with the contractor.

We feel that Federal cooperation in the "removal of overburden" item should be paid as the work progresses, but if the regulations of your Bureau will not permit of this, we will, of course, be obliged to await payment of cooperation on that item until all of the work to be done under the contract is completed.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER
encl.

Pioneer Mt.-Eddyville, Surfacing

Supplemental
One.

SUPPLEMENTAL SPECIAL PROVISIONS

Subsequent to the calling for bids for the work to be performed under this contract, it was ascertained by the State Highway Commission that the quantity of suitable rock reasonably obtainable from the Steinmetz Quarry, which was the quarry from which the rock was specified to be taken, was insufficient to produce the quantity of broken stone required in the performance of the work. This being the case, it has been deemed advisable by the State Highway Commission to supplement the original specifications and special provisions in such manner as to permit the obtaining of a part of the rock from a quarry located approximately 1.6 miles south and west of the highway at Station 2129, which quarry is owned by Lincoln County, and which quarry will hereinafter be referred to as the Morrison Quarry. The following supplemental provisions are, therefore, with the consent of the contractor, included as a part of the contract, it being understood that the special provisions which follow these provisions shall govern the performance of the work and the payment therefor, except as is provided otherwise by these said supplemental special provisions:

Sources of Materials:

The rock required in the manufacture of the broken stone to be furnished under the contract shall be obtained part from the Morrison Quarry and part from the Steinmetz Quarry, it being understood that the quarrying operations will be commenced in the Morrison Quarry and will continue in that quarry until such time as the engineer instructs the contractor to discontinue furnishing rock from that source. The balance of the rock shall then be obtained from the Steinmetz Quarry.

Quality of Rock:

Only hard, durable and otherwise suitable rock shall be used in the manufacture of the broken stone. Any sandstone, soft rock or other unsuitable material that may occur with or become mixed with the hard rock, shall be separated and wasted and not allowed to enter the crusher.

Location of Crushing Plant:

The crushing plant is to be located at the Steinmetz Quarry or at some point adjacent to the highway between Stations 2084 and 2129, it being understood that the rock from both quarries is to be crushed at the same plant location, the quarried rock being hauled from the quarries to the said plant location wherever the same may be.

State will Furnish Quarries:

The State will furnish both the Steinmetz and the Morrison Quarries, and will permit the contractor to take the required quantities of rock therefrom without the payment of royalty or other charge.

Furnishing of Plant Site:

No charge will be made to the contractor for the use of state or county property in the vicinities of the Steinmetz and Morrison Quarries as sites for camps and quarrying and crushing operations, but in case the contractor elects to place his camps or crushing plant on privately owned property, he must himself arrange for the use of the property and bear whatever expense may be involved.

Removal of Overburden:

For the removal of overburden from the quarries (both Morrison and Steinmetz), the contractor will receive payment at the contract prices for "Removal of Common Overburden" and "Removal of Solid Rock Overburden," the bases of the classification and measurement and payment to be the same as described on sheet #11 of the special provisions.

All other development and operation expense, including the construction and maintenance of hauling roads, shall be borne by the contractor.

Pay Haul Quantities:

In computing the payhaul quantities on the broken stone to be furnished in stock pile for maintenance and betterment purposes, the location of the crushing plant will be disregarded, and the haul will be allowed for as though the materials had been crushed at the quarry from which the rock originates and hauled directly to the stock pile site via the shortest practicable route. No allowance will be made for such hauling off the direct route as may be occasioned by the fact that the crushing plant is located elsewhere than at the quarry from which the rock concerned is taken.

No pay haul will be allowed on the broken stone used in the construction of the surfacing payment for all hauling in connection with the furnishing and delivering of the surfacing materials being understood to be included in the cubic yard prices to be paid for the surfacing materials.

Screen Rejections:

All screen rejections from the crushing operations shall be the property of the State and shall be subject in all respects to the provision given on sheet #15 of the special provisions under the head "Disposition of Rejections."

The haul distances on screen rejections stock piled or used as filler will be measured from the crushing plant wherever the same may be located and without regard to the quarry from which the material was originally taken.

No Extra Compensation:

Payment for the work at the specified contract prices, which prices are the same as the original bid prices, shall be understood to comprise full and complete payment for the performance of the work in the manner contemplated by these supplemental special provisions. Such variation from the original specifications and plan of performance as these supplemental provisions call for will, under no circumstances, entitle the contractor to any extra compensation.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 14, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to phone conversations with Mr. Baldock and Mr. Probert relative to the quarry on Oregon Federal Aid Project No. 150 - Section A, the Eddyville- Pioneer Mountain Section of the Corvallis - Newport Highway.

It is our understanding that further investigations were to be made of the quarry site before award of contract was recommended. In this connection it is noted that there was an adjustment clause in the Special Provisions, providing for adjustment with the contractor should the State decide to terminate the contract. It is doubtful if Federal participation could be obtained on this item in case of termination, as Section 13 of the Act limits Federal aid payment to the pro rata value of labor and materials which have actually been put into construction. This also involves the payment for overburden should the contract be terminated. It might be satisfactory to include a clause in the agreement -- stipulating that no Federal aid be paid on overburden items until the contract was completed.

We would appreciate advice as to your decision after the recent inspection of the quarry, and are also interested in knowing if there is not another quarry site available should this one fail.

Will you please advise as to these points.

Very truly yours,

W. G. LYNCH
District Engineer.

PR 150a

June 20, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying specifications, and five sets of special provisions, covering the surfacing of the Pioneer Mountain-Eddyville Section, Project No. 150-A. Under separate cover, we are sending five blue print copies of Sheet No. 2 of the plans, which has been revised to show the typical surfacing section.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MEd by J. W. Hamb/ZH.

encl.

Oregon State Highway Department — Project No. 150-A

PROJECT NO. - EDDYVILLE SECTION OF THE

COVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Estimate with specifications. Not as basis for project agreement.)

Salem, Oregon, June 30, 1930.

10,000 cu. yds.	Sub-base materials	$2.90	$29,000.00
10,000 cu. yds.	Base materials	2.90	29,000.00
3,000 cu. yds.	Top materials	2.90	8,700.00
3,300 cu. yds.	Key materials	2.90	9,570.00
5,800 cu. yds.	Screenings	2.90	11,020.00
3,500 cu. yds.	Earth Filler	0.40	1,400.00
8,000 yds. mi.	Filler Haul	0.20	1,600.00
2,000 cu. yds.	Salv. Surfacing materials	0.75	1,500.00
1,200 yds mi.	Hauling salv. materials	0.25	300.00
1,000 B-Gals.	Sprinkling	3.00	3,000.00
5,000 cu. yds.	Removal of common overburden	0.40	1,200.00
12,000 cu. yds.	Removal of solid rock overburden	0.20	2,400.00
		Sub-total	$130,690.00
		10% Engrs. & Cont.	13,069.00
		Total	116,479.20

Gross length of project	9.930 miles
Length of 7 bridges (non-participating)	0.079 miles
Roadway (sta. 1321 - 1339) Exception	0.541 miles
Net length of project	9.310 miles
Cost per mile (surfacing)	$12,502.03
State Funds available	43,994.12
Federal Aid requested	72,484.88
	$116,479.00

State Funds for construction: Chapter 175, laws 1917: Chapter 31, laws 1930.

State Funds for maintenance: Chapter 41, laws 1927.

#1187
21 PL
PR 150a

June 16, 1930

Standard Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of June 10th concerning S. H. Newell & Company, contractors.

Please be advised that the above contractors were awarded contract No. 1187 which is known as the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County. This contract consists of 10.1 miles of regrading. The bond in connection with this contract was furnished by the Maryland Casualty Company for whom Sedgers Hart Banks Company, Railway Exchange Bldg., Portland, Oregon, are resident agents. The amount of the contract is $56,270.00 and the amount of the bond is $50,000.00. The completion date of this contract is September 30, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
J. S. GORDON
F. C. EASTMAN
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG
306 YAMHILL STREET
P. O. DRAWER 1197

PORTLAND, ORE.

June 10, 1930

S. H. Newell Co.

RECEIVED
JUN 12 1930
OREGON
STATE HIGHWAY COMMISSION

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

It is our understanding that the above contractors have been awarded the contract for widening 10 miles of the Corvallis-Newport Highway.

We are furnishing petroleum products to be used in this work, and in order to complete our files require the following information:

Complete description and location of the work
Contract number
Amount of the contract
Name and address of bondsmen furnishing the materialmen bond
Amount of the bond
Time limit to the contractor or estimate of when work will be completed

For your convenience in replying a stamped addressed envelope is enclosed.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager

By J. M. Ewing

CDE:LP
Enc.

150-A

June 11, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of June 6, regarding the amount of $10,707.00 shown on the agreement estimate for the item of clearing and grubbing on the Pioneer Mountain-Eddyville Section, Project No. 150-A.

This amount was computed by pro-rating the length of the roadway on which the contract was let and the length of the roadway on which federal aid was requested. The lengths which were used in the computations were 9.77 miles and 9.51 miles, respectively. All of the other items occurring on the agreement estimate were left the same as those on which bids were received for the reason that the quantities of work to be performed between Stations 1715+00 and 1730+00, are so small that the allowance made for slides, overbreak, drainage, etc., as shown in the summary, greatly exceed the reduction their elimination occasions. However, the item of clearing and grubbing which is bid on a lump sum basis can only be computed on the length of the road to be constructed, and it appeared logical to us that this item should be reduced in proportion to the length of road eliminated from the project.

Please be advised that we are calling for bids for the surfacing of this project on June 26, and it occurs to us that you may wish to delay execution of the project agreement until after the letting so that the surfacing estimate can be included in the project agreement estimate.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP

...TES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

...LY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 6, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Receipt is acknowledged of your May 31, 1930 letter and proposed project agreement estimates of the same date for Oregon F.A.P. No. 150-A, Pioneer Mountain - Eddyville Section of the Corvallis-Newport Highway.

According to the bid tabulations submitted by you, the lump sum bid for Clearing and Grubbing is $11,000.00, but the estimate shows a total for this item of $10,707.00. Possibly this reduction is due to the revised length on which we are cooperating. In other words, the difference of $293.00 may be figured for the Clearing between 1715+00 and 1730+00, which distance is being constructed without Federal aid. If such is the case please advise concerning the lengths used in the proration.

If the reduction mentioned is due to the reduced length, it would seem that a corresponding reduction should be made in the other quantities, unless those included in the bid tabulation and estimate cover only the Federal aid portion of the contract.

We will not be able to take any further action on this project until receipt of the information requested herein.

Very truly yours,

W. H. LYNCH
District Engineer.

PR 150A

June 6, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Receipt is acknowledged of your May 31, 1930 letter and proposed project agreement estimates of the same date for Oregon F.A.P. No. 150-A, Pioneer Mountain - Eddyville Section of the Corvallis-Newport Highway.

According to the bid tabulations submitted by you, the lump sum bid for Clearing and Grubbing is $11,000.00, but the estimate shows a total for this item of $10,707.00. Possibly this reduction is due to the revised length on which we are cooperating. In other words, the difference of $293.00 may be figured for the Clearing between 1715+00 and 1730+00, which distance is being constructed without Federal aid. If such is the case please advise concerning the lengths used in the proration.

If the reduction mentioned is due to the reduced length, it would seem that a corresponding reduction should be made in the other quantities, unless those included in the bid tabulation and estimate cover only the Federal aid portion of the contract.

We will not be able to take any further action on this project until receipt of the information requested herein.

Very truly yours,

W. E. LYNCH
District Engineer.

PR 150a

May 31, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement for the Pioneer Mountain-Eddyville Section, Project No. 150-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP

Enclosures.

Oregon State Highway Department. Project No. 132-A

PIONEER MOUNTAIN-EDDYVILLE SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 31, 1930.

All Required	Clearing and Grubbing			$10,707.00
87,000 cu.yds	Excavation, Single Classif.	.41		35,670.00
110,000 yd.sta.	Overhaul	.02		2,200.00
5,460 yd.mi.	Truck Haul	.20		1,092.00
2,000 sq.yds	Salvaging Surfacing Matls.	.75		1,500.00
1,500 cu.yds	Hauling Salvaged Surfacing	.30		450.00
1,000 lin.ft	Cable Guard Fence	1.00		1,000.00
5 Only	Metre Posts in Place	2.00		10.00
480 lin.ft	12" Concrete Pipe	2.00		960.00
70 lin.ft	18" Concrete Pipe	3.00		210.00
40 lin.ft	24" Concrete Pipe	4.00		160.00
450 lin.ft	12" Corr. Galv. Iron Pipe	1.50		675.00
20 lin.ft	18" Corr. Galv. Iron Pipe	2.50		50.00
15 lin.ft	24" Corr. Galv. Iron Pipe	7.00		105.00
	Subtotal			$55,977.00
	10% Engr. & Cont.			5,597.70
	Total			$61,574.70

Gross Length of Project	9.930 miles	
Length of 7 bridges (non-participating)	0.079 "	
Roadway (Sta. 132+ 1839) Exception	0.341 "	
Net Length of Project	9.510 miles	Cost per Mile $ 6,474.73

State Funds Available $ 23,256.77

Federal Aid Requested 38,317.93 (62.23%)

$ 61,574.70

State Funds for Construction: Chapter 175, Laws 1917, Chapter 31, Laws 1930
State Funds for Maintenance: Chapter 41, Laws 1927.

PR 150a

May 28, 1930

S. H. Newell & Co.
1254 Reed College Place
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the regrading of the Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

MBG:S
Enc.

H. B. Glaisyer
Chief Clerk

PR 150 C

May 23, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We refer now to that part of your letter of April 25, in which you call attention to the fact that the plans submitted for the Pioneer Mountain-Eddyville Project (F. A. Project No. 150-A) do not completely define the right of way limits of the project, and in which you mention that there appear to be encroachments on railway right of way between Stations 1476 and 1670.

To clear up these matters, we are submitting revised copies of the plans which revised copies show the limits of the highway right of way at all points. From these revised plans you will notice that at a number of places between Stations 1746 and 1896, the right of way is very much restricted on the side adjoining the right of way of the Southern Pacific Railway Company. You will also notice that at most of the same places the right of way of the railway company is very much restricted. These facts do not, however, indicate encroachment of the highway on the railway right of way and the only place that there will be any encroachment is on the portion of the project between Stations 1821 and 1841+50 on which no federal aid is being requested. This encroachment involves a shifting of the railway tracks, and negotiations for the same are now in progress.

The fact that the railroad right of way is restricted as it is, is due to a public road having been in existence on approximately the same location as the new highway, before the railroad was constructed. When the railroad was constructed, it encroached upon the right of way of the public road at a number of places, locating its right of way fences as best it could between the railroad roadbed and the travelled road. These encroachments on the road were evidently made without authority, but as the road records are too indefinite to make re-establishment of the old road right of way lines possible, and as the railway right of way fences have been maintained in their present locations for many years, it would be useless to now dispute the railroad company's right to the

ground within its right of way fences. Also, it would be useless to attempt to acquire easements for additional right of way from the railroad company as its right of way is already very much restricted and we could not sustain a contention that additional right of way is necessary to make construction of the highway possible.

The desirability of having a greater right of way width on the railroad side of the highway is admitted, but under the circumstances, the only way in which a greater width could be obtained would be by a shifting of the highway centerline away from the railroad. Such a shift would, however, throw the construction onto ground of a very precipitous nature, and would increase the cost of the work to an extent that would not be justified by the advantage which the greater right of way width would afford.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

NOTED
State Highway Engineer

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

April 25, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

In reviewing the plans for Oregon Federal Aid Project 150-Section A, the Eddyville-Pioneer Mt. Section of the Corvallis-Newport Highway, it is noted there apparently is an encroachment between Sta. 1476 and 1870 of the Southern Pacific Railway tracks. Plan Sheets 4 to 8, inclusive. We are recommending approval of this project -- subject to this right-of-way encroachment being satisfactorily cleared up before payment of Federal funds is made. New sheets should be submitted showing the right-of-way line along this section and at other places where right-of-way lines are not shown on the plans as submitted.

We have not been able to check the lengths of the bridges, and the following are the lengths we obtained from the plans:

Peterson Creek,	Sta.1803+99 - 1804+48,—	49 ft.
Hayes Creek,	" 1840+70 - 1841+50,—	80 "
Thornton Creek,	" 2057+45 - 2058+40,—	95 "
Simpson Creek,	" 2148+14 - 2148+60,—	46 "
" "	" 2172+32 - 2172+89,—	57 "
Cooks Fork	" 2205+74 - 2206 + 40,--	74 "
Simpson Creek,	" 2249+75 - 2249+94,--	19 "
		420 " = .079 mi.

Our lengths are: Gross length of project,— 9.930 mi.
(7) Non-participating structures,— .079 "
Roadway (Sta.1821 - 1839) Exception,--- .341 "
Net length of project,--------- 9.510 "

Will you please check these lengths, and if found correct, they should be used on the revised estimate when submitted. The percentage of Federal aid should be shown on all estimates.

With reference to our letter of recent date relative to specifications covering the cable for guard fence, we are recommending the special provisions with the understanding that the specification covering cable for the guard fence be revised so that it is satisfactory to the Bureau, or this item eliminated from Federal aid and

shown as a non-Federal aid item.

Our approval of this project is as of this date, April 25, 1930.

Very truly yours,

W. H. LYNCH
District Engineer.

April 25, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

In reviewing the plans for Oregon Federal Aid Project 150-Section A, the Eddyville-Pioneer Mt. Section of the Corvallis-Newport Highway, it is noted there apparently is an encroachment between Sta. 1476 and 1570 of the Southern Pacific Railway tracks, Plan Sheets 4 to 8, inclusive. We are recommending approval of this project -- subject to this right-of-way encroachment being satisfactorily cleared up before payment of Federal funds is made. New sheets should be submitted showing the right-of-way line along this section and at other places where right-of-way lines are not shown on the plans as submitted.

We have not been able to check the lengths of the bridges, and the following are the lengths we obtained from the plans:

Peterson Creek,	Sta.1803+99 - 1804+48,--	49 ft.
Hayes Creek,	" 1840+70 - 1841+50,--	80 "
Thornton Creek,	" 2057+45 - 2058+40,--	95 "
Simpson Creek,	" 2148+14 - 2148+60,--	46 "
" "	" 2172+32 - 2172+89,--	57 "
Cooks Fork	" 2205+74 - 2206 + 40,--	74 "
Simpson Creek,	" 2249+75 - 2249+94,--	19 "
		420 " = .079 mi.

Our lengths are: Gross length of project,-- 9.930 mi.
(7) Non-participating structures,-- .079 "
Roadway (Sta.1821 - 1859) Exception,--- .341 "
Net length of project,-------- 9.510 "

Will you please check these lengths, and if found correct, they should be used on the revised estimate when submitted. The percentage of Federal aid should be shown on all estimates.

With reference to our letter of recent date relative to specifications covering the cable for guard fence, we are recommending the special provisions with the understanding that the specification covering cable for the guard fence be revised so that it is satisfactory to the Bureau, or this item eliminated from Federal aid and

shown as a non-Federal aid item.

Our approval of this project is as of this date, April 25, 1930.

Very truly yours,

W. M. LENCH
District Engineer.

PR 150

Form 30—E-15589—2500—2-30.

OR STATE HIGHWAY DEPARTMENT PR 150

FIELD ENGINEER'S WEEKLY REPORT

Date May 10, 1930, 193...

Job name Pioneer Mtn.-Eddyville — Week from May 3 to May 10

Mail address Newport, Ore

Highway Corvallis-Newport — Telegraph or telephone address Newport, Ore

County Lincoln — Job prefix 21 PL — Express and freight address Newport, Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

18 men work all week clearing and burning from Eddyville East 3 miles.

NOTED
E. A. COLLINS

(See back of this sheet for instructions and detailed information.)

Signed Chas A. Lee

Title Res Engineer

GRADING CONSTRUCTION

Total miles of grading in project 12

Miles completed

Miles completed except finishing

Total cubic yards in project 87000

Cubic yards moved to date None

Miles covered by contractor's forces 2

Miles cross-sectioned 6

Miles cross-sections completed and checked 4

Miles to be remeasured

Number men in Engineering Party 4

Contractor's average force for week 18 men,

..... teams, ... steam shovels

Grading work will be completed about Sept 30 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 21PL Percentage 90%
2. 21GJ Percentage 10%
3. ..... Percentage .....
4. ..... Percentage .....

PR 150

file

PRELIMINARY ESTIMATE

EDDYVILLE - PIONEER MOUNTAIN SECTION

10.1 Miles — Widening and Resurfacing — Oct. 29, 1929

Item	Quantity	Unit	Unit Price	Amount
Right of Way				$ 5,000
Clearing & Grubbing				2,000
Excavation Single Class	67,000	Cu. Yd.	.50	33,500
Overhaul	57,000	Sta. Yds.	.05	2,850
Truck Haul	20,000	Yd. Miles	.20	4,000
Extend Culverts				1,200
				$48,550

Crushed gravel resurface 18' wide x 6" deep - 1750
Maintenance 500

Cu. Yd. per mile 2250

22,700 Cu. Yds, at $ 2.85 — 64,695

	$ 113,245
Plus 10% contingencies	11,325
	$ 124,570

OK

FRED C. ROBISON, JUDGE
J. W. DUNN, COMMISSIONER
ANDREW KENT, COMMISSIONER
IRA WADE, TREASURER
F. M. CARTER, CORONOR

CARL GILDERSLEEVE, CLERK
G. H. HORSFALL, SHERIFF
I. N. CENTER, ASSESSOR
A. M. CANNON, SCHOOL SUPT.
H. M. TEEL, SURVEYOR

County of Lincoln

TOLEDO, OREGON.

April 29th, 1930.

PR* 150-A ✓

21 P.L.

Eddyville - Pioneer Mt. Light Way

R.R. Encroachments

E. A. Collier,
Division Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

In accordance with your telephone call of yesterday evening, I have made a search of the records for the location and establishment of the old Corvallis-Newport wagon road.

On June 8th, 1876, I find the County Court of Benton County, Oregon, made an order locating what was designated as "In the matter of a County Road commencing at the Junction of the Kings Valley and Corvallis & Yaquina Bay Wagon Road near the farm now owned by James Robinson - To terminate at Elk City". This order the plat, and notes are recorded (transcribed from Benton County) in Road Record No. 1, page 48 etseq.

Under date of Mar. 4, 1886 (still transcribed records from Benton County) another order was entered entitled "In the Matter of a proposed county road from the Junction of the Kings Valley And Yaquina Road in Section 6, T. 11 S. R. W. To Elk City, in Benton County, Oregon." This order, together with the plat and notes are also recorded in Road Record No. 1 page 113 et seq., and would appear to be a relocation of the other road, though I can not say as to that for sure.

However, these two roads must have been the first location of the wagon road in from Corvallis, as I have it from the old residents, that that was where the old road terminated, they came on the road to Elk City, and from there came on down in boats.

Under May 8th, 1876, there appears the location of another road under the heading:"In the matter of a Road from John Grahams to intersect the new Road from Pioneer City to Corvallis. This is evidently the completion of the road to Toledo.

The deeds for the right of way of the Willamette Valley and Coast Railroad Company were recorded during the years 1884 and 1888 inclusive, as shown by the transcribed records from Benton County.

Very truly yours

Carl Gildersleeve
County Clerk.

PR 150-A

April 14, 1930.

Mr. H. K. Lynch,
District Engineer
Bureau of Public Roads,
Box 2000
Portland, Oregon.

Dear Sir:

In accord with your letter of April 12, relating to the Pilcher Mountain-Riddyville Section, Project 150-A, we are sending herewith five copies of supplemental provisions relative to the construction of the cable guard fence which is to be installed on that project.

These supplemental provisions will be incorporated in the contract for the grading work.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP
Enclosure

April 23, 1930.

Mr. H. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing six copies of estimate accompanying plans for the Pioneer Mountain-Midyville Section, Project 150-A.

This estimate has been revised in accordance with your letter, and we are sending four blue print copies of Sheets 1, 2 and 3 of the plans. These sheets have been revised, showing the end of the project at Station 1730+00, and are to be substituted for those in the plans previously sent.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prohart
Office Engineer

Dict by J. W. Nash/AP
Enclosures.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
APR 23 1930
OREGON
STATE HIGHWAY COMMISSION

April 22, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Plans for Oregon Federal Aid Project No. 150- Sec. A, the Pioneer Mountain - Eddyville Section of the Corvallis-Newport Highway, the advance copy of which was received April 17th, have been partially reviewed, and the following comments are made:

The beginning of the project is shown at Sta. 1715+00 between the bridge over the Yaquina River and the Southern Pacific Railroad grade crossing. In conversations with yourself and Mr. Collier, it was the understanding by Mr. Davis of this office that the project should not extend easterly of Station 1730 in order not to involve the question of future change at Eddyville. The present alignment east of Sta. 1730 is not satisfactory to this office, and it is again suggested that the project be terminated at that point.

With reference to the Cable Guard Fence, the special provisions covering the cable or wire rope are very indefinite, and are not satisfactory for approval for Federal aid. The specification should be more explicit, so that there may be no question as to the kind and quality of rope to be used.

It is noted that a portion of the right-of-way is only 60-feet, while other portions are 80-feet. It is presumed that the 60-ft. width is the old right-of-way where the new work will deviate but little from the present road. In this connection, when regrading an existing highway it would be of considerable help if the present roadway were shown, in addition to the proposed alignment.

Very truly yours,

W. H. LYNCH
District Engineer.

April 22, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Plans for Oregon Federal Aid Project No. 150- Sec. A, the Pioneer Mountain - Eddyville Section of the Corvallis-Newport Highway, the advance copy of which was received April 17th, have been partially reviewed, and the following comments are made:

The beginning of the project is shown at Sta. 1715+00 between the bridge over the Yaquina River and the Southern Pacific Railroad grade crossing. In conversations with yourself and Mr. Collier, it was the understanding by Mr. Davis of this office that the project should not extend easterly of Station 1730 in order not to involve the question of future change at Eddyville. The present alignment east of Sta. 1730 is not satisfactory to this office, and it is again suggested that the project be terminated at that point.

With reference to the Cable Guard Fence, the special provisions covering the cable or wire rope are very indefinite, and are not satisfactory for approval for Federal aid. The specification should be more explicit, so that there may be no question as to the kind and quality of rope to be used.

It is noted that a portion of the right-of-way is only 60-feet, while other portions are 80-feet. It is presumed that the 60-ft. width is the old right-of-way where the new work will deviate but little from the present road. In this connection, when regrading an existing highway it would be of considerable help if the present roadway were shown, in addition to the proposed alignment.

Very truly yours,

W. H. LYNCH
District Engineer.

PR 150A

April 16, 1930

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans, and five sets of special provisions covering the Pioneer Mountain-Eddyville Section, Project No. 150 A.

Under separate cover we are sending two sets of blue print plans, and one set of original cross sections. The additional plans will be sent within the next few days.

Very truly yours,

BOY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash : TP

Enc.

Oregon State Highway Department — Project No. 160-A.

PIONEER MOUNTAIN-TODDVILLE SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

IN LINCOLN COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, April 15, 1930.

All Required	Clearing and Grubbing		$ 4,000.00
87,000 cu.yds	Excavation, Single Classif.	.50	43,500.00
110,000 yd.sta.	Overhaul	.02	2,200.00
8,400 yd.mi.	Truck Haul	.25	2,100.00
2,000 cu.yds	Salvaging Surfacing Matls.	.60	1,200.00
1,800 cu.yds	Hauling Salvaged Surfacing	.30	480.00
1,900 lin.ft	Cable Guard Fence	.80	1,520.00
5 Only	Extra Posts in Place	2.00	10.00
480 lin.ft	12" Concrete Pipe	1.50	720.00
70 lin.ft	18" Concrete Pipe	2.50	175.00
40 lin.ft	24" Concrete Pipe	3.50	140 .00
450 lin.ft	12" Corr. Galv. Iron Pipe	1.50	675.00
20 lin.ft	18" Corr. Galv. Iron Pipe	2.50	50.00
15 lin.ft	36" Corr. Galv. Iron Pipe	6.00	90.00
	Sub-total		$ 56,850.00
	10% Engineering and Cont.		5,688.00
	Total		$ 62,248.00

Gross length of project	4160	10.218 miles - 1110
Length of 6 bridges (non participating)	372.5 feet	0.109 miles - 0.071
" of roadway (Sta. 1821-1839)		0.341 miles - 0.141
Net length of project		9.768 miles 9.511
Cost per mile $6,378.74		6544.94

State Funds available	23,511.45	
Federal Aid Requested	38,737.55	(62.25%)
	$ 62,249.00	

Oregon State Highway Department — Project No. 150-A

PIONEER MOUNTAIN-HEBRYVILLE SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY.

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, April 23, 1930.

All Required	Clearing and Grubbing			$ 4,000.00
87,000 cu.yds	Excavation, Single Classif.		.50	43,500.00
110,000 yd.sta.	Overhaul		.02	2,200.00
8,400 yd.mi.	Truck Haul		.25	2,100.00
2,000 cu.yds	Salvaging Surfacing Materials		.60	1,200.00
1,600 cu.yds	Hauling Salvaged Surfacing		.30	480.00
1,000 lin.ft	Cable Guard Fence		.09	1,200.00
5 Only	Extra Posts in Place		2.00	10.00
480 lin.ft	12" Concrete Pipe		1.50	720.00
70 lin.ft	18" Concrete Pipe		2.50	175.00
40 lin.ft	24" Concrete Pipe		3.50	140.00
450 lin.ft	12" Corr. Galv. Iron Pipe		1.50	675.00
20 lin.ft	18" Corr. Galv. Iron Pipe		2.50	50.00
15 lin.ft	36" Corr. Galv. Iron Pipe		6.00	90.00
		Sub-total		$ 56,590.00
		10% Engr. & Cont.		5,659.00
		Total		$ 62,249.00

Gross Length of Project	9.930 miles	
Length of 5 bridges (none participating)	0.078 miles	(416.0 feet)
Length of roadway (Sta.1821-1839)	0.341 miles	
Net Length of Project	9.511 miles	
Cost per mile	$6,544.94	

State Funds Available	$ 23,511.45	
Federal Aid Requested	38,737.55	(62.25%)
	$ 62,249.00	

CONTRACT #1188,

SEE:

CONTRACT #1074

CONTRACT # 1189,

SEE!

CONTRACT # 1075,

Contract 107-

CONTRACT# 1190,

PR 141-C Coos Bay Ferry Approaches at Glasgow 1930

M90

PR, 41-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

July 7, 1931

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In reply to your recent inquiry concerning non-receipt of check covering payment of voucher for $27,831.69 -- Oregon F.A.P. No. 141-C, you are advised that this voucher was paid by Disbursing Clerk, Department of Agriculture, by check No. 2,412,399 on June 17, 1931, the same date on which your letter of inquiry was written. No doubt the check in question has now been received by you.

Very truly yours,

W. M. LYNCH
District Engineer.

June 17, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

According to our records, there was submitted to you on April 10th a voucher in the amount of $27,851.69, in connection with the Coos Bay Ferry Approach at Glasgow, Federal Aid Project 141-C. Payment of this voucher has not yet been received.

We are wondering if passage of this voucher is being held up for any reason, and whether or not anything can be done to expedite its payment?

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

A4pt 10299

Form P. R. 2
State Oregon
Project No. 141. Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5516

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of February, 1931

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 14th day of March, 1927, a project statement, which was approved by the Secretary on the 10th day of May, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 26th day of April 1930, and approved by the Secretary on the 20th day of May, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirty-one thousand, two hundred sixty-nine and 43/100

Section C of

dollars ($ 31,269.43) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ____ of ____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ____

(State how placed under direct control of Highway Department)

*(c) ____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road ~~and~~ bridge and approaches as described in detail in said surveys, plans, and specifications:

~~Beginning~~ Trestle and roadway approach to ferry slip on the north shore of Coos Bay between survey station 4+88 in Sec. 2, T.25 S., R.13 W., W.M., and survey station 34+50 in Sec. 35, T.24 S., R.13 E., W.M.,

terminal points, a distance of 0.560 miles, known locally as the Roosevelt Coast Highway between Hebo and Coos Bay, Coos County, being Section C of Oregon Federal Aid Project No. 141, consisting of 0.149 of a mile of roadway and one bridge of more than 20 ft. clear span 0.411 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $2,755.75, Federal Aid $1,714.90; one bridge, approved estimate $47,492.43, Federal Aid $29,554.53.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(d) The Highway Department hereby agrees that, prior to or immediately upon the completion of the improvement contemplated under this agreement, it will construct a suitable road connection between the end of the bridge approach and the existing highway to the north.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of thirty-one thousand, two hundred sixty-nine and 43/100 dollars ($ 31,269.43), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty thousand, two hundred forty-eight and 15/100 dollars ($ 50,248.15), the approved total estimated cost of Section C of said project.

8-5518

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____
(Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____
Oregon
(Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

_____

_____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____;
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 20th day of May, 1931.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between trestle and roadway approach to ferry slip on the north shore of Coos Bay between survey station 4+85 in Sec. 2, T.25 S., R.13 W., W.M., and survey station 34+50 in Sec. 35, T.24 S., R.13 W., W.M., locally known as the Roosevelt Coast Highway between Hebo and Coos Bay, Coos County, and designated in the records of this Department as Section C of Project No. 141, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 50,245.15 as the total estimated cost of Section C of said project, and the sum of $ 31,269.43 as the share of the United States, payable under said acts on account of Section C of such project, which does not exceed authorized Federal pro rata share the [redacted] of said total estimated cost.

Done at the city of Washington, this 20th day of May one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4329

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

April 15, 1931

PR 141-C

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher on Oregon Federal Aid Project No. 141-C in the amount of $27,831.69.

Under the heading of Contingencies on Structures, we find an item classified as Cutting off Creosoted Piling "350 lineal feet at $.735 = $257.25." We have no contract or agreement showing the unit price of $.735 per lineal foot. Please furnish us with triplicate copies, one certified, of this price agreement.

Under the heading Earth Approach (Station 20+65 to Station 26+60), the clearing and grubbing (lump sum) claimed is $178.00. This item should have been $178.09, as shown on the corrected revised estimate for basis of project agreement, a copy of which you have. Likewise the agreement estimate on structures should have been $43,174.94 rather than the figure $43,174.85 shown.

Under the heading of Maximum Allowable Engineering and Contingencies, the item 10% on Roadway Approach cost of $1,571.83 is shown in several places as $157.83. However, the correct figure $157.18 is shown in the final recapitulation, so that the amount claimed is not affected,

Except for the price agreement requested, no action is necessary as the corrections can be made here.

RECEIVED
APR 16 1931
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

W. H. LYNCH
District Engineer

17F41e

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

February 13, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

The project agreement for Oregon Federal Aid Project No. 141-C, grading and trestle approaches for Coos Bay Ferry Slip, has been re-written in accordance with the estimate dated January 20, submitted with your January 22 letter. Enclosed are three copies of the agreement as re-written, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

FEB 14 1931
OREGON

PR 141 C

January 28, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

In accord with the instructions contained in your letter of December 4th, regarding the ferry slip being not eligible for receiving federal aid under Project No. 141-C, we have accordingly revised the project agreement estimate and eliminated those items on which no payment can be allowed. Six copies of the revised estimate are being enclosed herewith.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. E. Probert,
Office Engineer.

Dict. by J. W. Nash/MM.

encl.

Oregon State Highway Department — Project No. 141-G

COOS BAY FERRY APPROACH AT GLASGOW

ON THE ROOSEVELT COAST HIGHWAY IN COOS COUNTY

(Revised estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 20, 1938.

Structure

12,000 lin. ft.	Treated Douglas Fir Piling	$0.94	$11,280.00
18 M-FBM	Creosoted Douglas Fir Lumber	80.00	1,280.00
25 M-FBM	Untreated Douglas Fir Lumber	41.00	943.00
304 lin. ft.	Trestle Superstructure, 30' Hwy.	15.50	4,712.00
1,275 " "	" " 20' "	12.25	15,594.25
All Required	Remove old Struc. & Maintain Traffic		4,800.00
			$38,609.25

Approach Roadway (Sta. 20/65 to Sta. 28/60)

All Required	Clearing and Grubbing		$ 178.00
12,400 cu. yds.	Excavation, Single Classification	0.28	3,472.00
4,300 yd. stas.	Overhaul	0.02	84.00
44 lin. ft.	12" Concrete Pipe	1.40	61.60
220 cu. yds.	Rip rap	3.50	770.00
			$ 4,565.60
	Sub-total		$43,174.85
	10% Engr. & Cont.		4,317.48
	Total (Struc. & Appr. Roadway)		$47,492.33

Roadway (Sta. 28/60 to Sta. 34/50)

All Required	Clearing and Grubbing		$ 234.85
5,700 cu. yds.	Excavation, Single Classification	0.28	1,596.00
3,000 yd. stas.	Overhaul	0.02	60.00
2,000 yd. mi.	Truck Haul	0.24	480.00
96 lin. ft.	12" Concrete Pipe	1.40	134.40
	Sub-total		$ 2,506.25
	10% Engr. & Cont.		250.52
	Total (Roadway)		$ 2,755.75

Length of Structure	1,788 lin. ft.	0.338 miles
Length of Roadway Approaches	595 " "	0.113 "
Total length, Rdwy. Apprs. & Structure	2,383 lin. ft.	0.451 miles
Length of Roadway	780 lin. ft.	0.148 miles
Total length of Project		0.600 miles
Cost per mile, roadway, (Sta. 26/80 to Sta. 34/50)		$18,494.26

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Structure and Approach Roadway	$47,492.33	$29,554.47 (62.22%)	$17,937.86
Roadway	2,755.73	1,714.80 (62.22%)	1,040.85
	$50,248.06	$31,269.27	$18,978.71

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1920.

Non-Participating Items

11,000 lin. ft.	Untreated Douglas Fir Piling	$0.30	$3,300.00
22 M-FBM	Unresawed Douglas Fir Lumber	41.00	902.00
1 Only	60' Wood Truss Span		3,135.00
1 Only	10' x 40' Wood Float		2,921.00
			$10,251.00

#1192

NOTED

State Highway Engineer

December 4, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to Oregon Federal Aid Project No. 141-Section C, the plans, specifications and estimate for which have been submitted.

We are advised by our Washington Office that under the provisions of the Federal Highway Act we are authorized to cooperate with the states in the construction of "highways". The term "highway", of course, includes bridges. It is not believed, however, that a ferry slip which is constructed solely for the purpose of berthing or permitting the landing of boats may properly be regarded as coming within the term "highways". The ferry slip therefore is not considered to be eligible to receive Federal aid.

The earth embankment and trestle approach to the ferry slip is a continuation of the highway, and as such would be eligible for Federal aid. These, however, should not include the floating truss and gangplank nor the dolphin piling forming the ferry berth, as these are considered to be necessary parts of the ferry slip and used primarily in connection with the operation of the ferry.

It is requested, therefore, that a revised estimate, including only the earth embankment and trestle approach, be submitted as a basis for the revised agreements.

Very truly yours,

W. H. LYNCH
District Engineer.

#1190
Cont. Cr
PR 141C

December 16, 1930

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1190 for the construction of the Ferry Slips and Approaches to the ferry across Coos Bay on the Roosevelt Coast Highway in Coos County has been completed by the contractor, Tom Lillebo, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 26th, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract and which will include the final payment will be $65,150.59.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Glaisyer,
Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

PR141C

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING
PORTLAND, OREG.

December 4, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to Oregon Federal Aid Project No. 141-Section C, the plans, specifications and estimate for which have been submitted.

We are advised by our Washington Office that under the provisions of the Federal Highway Act we are authorized to cooperate with the states in the construction of "highways". The term "highway", of course, includes bridges. It is not believed, however, that a ferry slip which is constructed solely for the purpose of berthing or permitting the landing of boats may properly be regarded as coming within the term "highways". The ferry slip therefore is not considered to be eligible to receive Federal aid.

een

The earth embankment and trestle approach to the ferry slip is a continuation of the highway, and as such would be eligible for Federal aid. These, however, should not include the floating truss and gangplank nor the dolphin piling forming the ferry berth, as these are considered to be necessary parts of the ferry slip and used primarily in connection with the operation of the ferry.

he

It is requested, therefore, that a revised estimate, including only the earth embankment and trestle approach, be submitted as a basis for the revised agreements.

Very truly yours,

W. H. LYNCH
District Engineer.

Prothert

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

1 F 141 C

NOTED
State Highway Engineer

Date Nov. 10, 193...

Job name Tahkenitch Gardiner Summit

Week from Nov. 16 to Nov. 22

Mail address Gardiner, Oregon.

Highway Roosevelt Coast

Telegraph or telephone address Gardiner, Hotel

County Douglas Job prefix 1010

Express and freight address Gardiner, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

No work has done by the contractors the first part of the week due to exceptionally hard rains. Many slides occured and some of the fills are badly "gullied" and also warped out of shape by settling. Fortunately the fills can brought back to shape at a reasonable cost but I would estimate the slides will ammount to between 8 or 10 thousand yards. Both shovels started work again Wednesday afternoon and have shown good yardage as the weather has been exceptionally clear the last four days. One shovel is nearly through with the cut between 910 50 and 915 00 and the other is making good progress on the cut at 989. The tractors are still working on the sand dune at 998. The fill between 990 and 995 has settled again which has neceeitated borrowing additional sand at 997 but this section is nearly conplete and has been covered with not less than one foot of clay. There is approximately one station left on the end of the fill from 1000 to 1007 this should be completed in a few days.

The field party spent the fore part of the week in the office computing yardage and the latter setting grade stakes.

Mr. Davis of the B. P. R. was here Friday.

(See back of this sheet for instructions and detailed information.)

NOTED
E. A. L.

Signed E. M. Booth.

Title Resident Engineer

Fo

GRADING CONST[illegible]

Total miles of grading in project 3.17

Miles completed 0.50

Miles completed except finishing 2.00

Total cubic yards in project 310,000

Cubic yards moved to date 283,000

Miles covered by contractor's forces .50

Miles cross-sectioned 3.17

Miles cross-sections completed and checked ~~2.00~~ 1.17

Miles to be remeasured 2.00

Number men in Engineering Party 5

Contractor's average force for week 35 men,
2 Bulldozers 2 tractors
5 ~~trucks~~ teams, 2 ~~gas~~ steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 10P0 Percentage 100
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

Form 39—E-16702—3M—5-30.

C[redacted]N STATE HIGHWAY DEPARTM[redacted]

FIELD ENGINEER'S WEEKLY REPORT

Date October 25, 1930, 193...

Job name Tahkenitch-Gardiner Summit

Week from Oct. 20 to Oct. 25

Mail address Gardiner, Oregon

Highway Roosevelt Coast

Telegraph or telephone address Gardiner Hotel

County Douglas Job prefix 10P0

Express and freight address Gardiner

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The past week the contrastors were down four days on account of rain but made a good showing the balance of the time. One shovel is still on the big cut and fill at 912 to 917 and the other shovel finished the cut at 919 to 922 and moved ahead to the cut at 946 and have nearly completed this section. Both contractors spent the firs part of the week grading and ditching those sections that are complet namely from 840 to 892 and from 933 to 944. A good deal of yardage w was moved on the sand dunes by the tractors and bulldozers most of this work being from 997 to 1004.

The party spent two days making a preliminary survey of a po possible connection between Tahkanitch and Siltcoos Lakes. The balance of the week the party was setting grade stakes with the exception of two days in the of ice. Murphy, cruiser for Douglas county, is here making a cruise of the section of the section from the outlet to Lane county line. Expect to have the party start setting right of way stakes and referencing hubs on the new work next week.

(See back of this sheet for instructions and detailed information.)

NOTED
E. A. COLLIER

Signed E. M. Booth.

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 3.17

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date 302,000

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 5

Contractor's average force for week 65 *men,*
2 bulldozers 2 tractors
5 Trucks *teams,* 2 gas *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

there is a distinct advantage to us in [illegible]
demolished. If this were not true, then there would have been no excuse

FORM S-P-1 S-17103 500 7-50

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. S. McCULLOUGH
BRIDGE ENGINEER

PR 1410

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
STATE OFFICE BUILDING
SALEM

August 18, 1930.

Mr. W. B. Dennis,
Carlton, Oregon.

Dear Mr. Dennis:

Receipt is acknowledged of your communication of August 12, in reference to the removal of the old slip at the north end of the Coos Bay Ferry run.

I am awfully sorry that we are apparently unable to see this thing in quite the same light, and we most certainly do not want to have the matter dropped with any misunderstanding as regards the equities involved.

I think I appreciate your position in the matter. You feel that since our only interest is that of getting rid of the old ferry slip, we should be entirely satisfied should you agree to take it off our hands, and that we would get exactly what we bargained for if we paid the contractor's full price. Your reasoning is entirely logical, but I think your premise is not quite correct. Our interest extends somewhat farther than simply that of getting out from under the responsibility occasioned by the presence of this old slip. We have made it a practice in connection with the construction of our bridges, to go to some little expense to have the old structures completely removed even though the county authorities were perfectly willing to assume responsibility for them, and have them left in place.

You will doubtless recall the bridge across the Yamhill River near St. Joseph, and also the one at Amity. In both of these cases we even went so far as to enter into a rather lengthy controversy with the county authorities to the end that the old structures be removed and the site cleaned up.

We have adhered to this policy for several reasons. The first and foremost is probably a desire to remove all obstructions and structures which militate against the appearance of our highways and the adjacent right of way. Another reason lies in the fact that those structures constitute a certain fire hazard, flood hazard or other element of risk. Altogether we have felt that to insist upon the complete removal of all old structures replaced by those constructed under state supervision seemed the most businesslike and clear cut policy for the state to pursue.

In the present instance the foregoing reasons do not apply with the same force and effect as in the case of a bridge structure; yet, nevertheless, there is a distinct advantage to us in having the old slip completely demolished. If this were not true, then there would have been no excuse

OREGON

for our including it in the original proposal. Presumably every item of work which we call for in any contract is necessary and worth to the State what we agree to pay the contractor for it. This may not always be true for we doubtless make many mistakes, but this is the only hypothesis upon which we can base our dealings with the contractors or the public.

The general situation being as above stated, we then find ourselves in the following position, to-wit: We have entered into a bargain with a second party to do a certain piece of work constituting several separate items, each item being presumably necessary or at least sufficiently desirable to constitute a consideration for a certain prorata of the total price. We are asked by a third party, a stranger to the contract, to eliminate one of these component items as a matter of convenience and accommodation to him. We investigate the situation and find that this item of work, although desirable is not absolutely essential. These facts being ascertained, there is only one course for us to pursue, and that is to enter into negotiations with our contractor looking toward an adjustment in price for the elimination of this item. Otherwise, we would be placed in the anomalous position of agreeing to pay the same price for a part of the work as we had originally agreed to pay for all of it. Such a procedure would be somewhat contrary to public policy and prejudicial to the next low bidder.

This question has come up many times in our work, and we are firmly of the opinion that we can not consistently modify the terms of any agreement into which we enter without a valid and adequate consideration, and this policy virtually ties our hands in this particular instance.

We don't want to appear picayunish in this regard, especially with one who has proven such a staunch friend to the highway movement, as yourself. On the other hand, what other policy is there for us to pursue? I should like very much to hear from you, or better yet, to talk this matter over with you. We shall feel very badly if we leave the impression that we are attempting to deal unfairly or in a small and harsh manner.

Very cordially yours,

C. B. McCullough
Bridge Engineer

CC Mr. Klein

CBM:AP

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT
316 OREGON BUILDING
SALEM

August 12, 1930

Mr. W. B. Dennis,
Carlton, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of August 2.

As stated to you the other day this Department has no objection to having the old ferry slip on the north end of the Coos Bay run left in place. We have taken this matter up with the contractor who has agreed to a deduction in his estimate which is satisfactory to this Department. We have not given him definite instructions either way, however, as we felt it would be better to leave the matter open until the same could be passed upon by the Highway Commission. Since receiving your communication of August 2, I have discussed the matter with Mr. Klein and also Mr. Devers. It will not be necessary to execute a supplementary agreement with the contractor, deductions, additions and alterations in the work being covered in the principal agreement. It is felt, however, that some sort of an agreement should be executed between the State and your principle wherein the State isrelieved of any responsiblity for accident arising from or growing out of the maintenance of this old slip. This is particularly important in view of the fact that without adequate maintenance such a slip might easily degenerate to a point of danger to the public. Mr. Klein states that he will take this matter up with the State Highway Commission at their next meeting and Mr. Devers states that he will draw up some form of agreement if and when the same is authorized by the State Highway Commission, said agreement to be pursuant to the general policy which the Highway Commission wishes to outline for this particular instance. The next meeting of the Highway Commission will be held on August 28 and this matter will be discussed at that time if you care to be present.

Yours very truly,

CBM:OM
cc Mr. Klein
cc Mr. Devers

C. B. McCullough,
Bridge Engineer.

PR 141-C

July 31, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Coos Bay Ferry Approach-Glasgow Section, Project No. 141-C.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. Lynch,
Asst. Office Engr.

JWL:CR
Encls.

Oregon State Highway Department — Project No. 162-E

COOS BAY FERRY APPROACH AT GLASGOW ON THE

ROOSEVELT COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, July 30, 1930.

Structure

11,000 lin. ft.	Untreated Douglas Fir Piling	$0.30	$3,300.00
12,000 lin. ft.	Treated Douglas Fir Piling	0.94	11,280.00
16 M-FBM	Creosoted Douglas Fir Lumber	80.00	1,280.00
45 M-FBM	Uncreosoted Douglas Fir Lumber	41.00	1,845.00
324 lin. ft.	Trestle Superstructure (28' Hiwy)	15.50	4,972.00
1,275 lin. ft.	" " (20' Hiwy)	12.25	15,694.25
1	60' Wood Truss Span		5,100.00
1	10' x 40' Wood Float		2,281.00
All Required	Remove old struct. and maint. traffic		1,868.00
			$48,040.25

Approach Roadway, Sta. 20+00 to Sta. 22+00

All Required	Clearing and Grubbing		$ 176.00
12,400 cu. yds.	Excavation, Single Classification	0.38	5,472.00
4,500 yd. stn.	Overhaul	0.02	84.00
44 lin. ft.	18" Concrete Pipe	1.40	61.60
220 cu. yds.	Rip Rap	3.50	770.00
			$ 4,563.60
	Sub-total		53,403.84
	10% Engr. & Cont.		5,340.39
	Total (Struc. & Hiwy Appr.)		$ 58,744.23

Roadway - Sta. 22+00 to Sta. 34+00

All Required	Clearing and Grubbing		234.83
5,700 cu. yds.	Excavation, Single Classification	0.28	1,596.00
3,000 yd. stn.	Overhaul	0.02	60.00
2,000 yd. mi.	Truck Haul	0.24	480.00
96 lin. ft.	18" Concrete Pipe	1.40	134.40
			$ 2,505.23

Length of structure	1,750 lin. ft.	0.331 miles
Length of Roadway Approaches	800 " "	0.152 miles
Total Length, Structure & Roadway Approaches	2,550 lin. ft.	0.483 miles
Length of Roadway	750 lin. ft.	0.142 miles
Total Length of Project		0.625 miles

Unit cost value (roadway, from Right to the Left) $16,113.63

EXHIBIT

Item	Total Cost	Federal Aid	State Funds
Structure A			
Earth Fill	$30,744.00	$24,595.20 (80.00%)	$6,148.80
Roadway	1,370.00	1,096.00 (80.00%)	274.00
	$32,114.00	$ 25,691.20	$ 6,422.80

Date Funds for Construction: December 17th, June 1937; December 31, June 1938.

Date Funds for Advertisement: December 6, June 1938.

Length of structure	1,700 lin. ft.	0.322 miles
Length of Roadway Approaches	305 " "	0.115 miles
Total length, Structure & Roadway Appro.	2,315 lin. ft.	0.438 miles
Length of Roadway	790 lin. ft.	0.149 miles
Total length of project		0.880 miles

Cost per mile (roadway, Sta. 29/60 to Sta. 34/40) $16,315.68

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Structure & Appr. Hiway	$59,746.53	$36,557.96 (61.22%)	$23,188.57
Roadway	2,506.23	1,559.00 (62.22%)	946.23
	$61,251.76	$ 38,116.96	$ 23,134.80

State Funds for Construction: Chapter 175, Laws 1917: Chapter 51, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1917.

PR 141C

NOTED
State Highway Engineer

file

July 18, 1930.

MEMORANDUM

Mr. R. A. Klein:

I am attaching herewith Chandler's letter in regard to the approach fill on the South end of the Coos Bay Ferry Slip. I did not get Chandler, but I talked to Skelton and VanScoy.

The 100 yards of excavation which Chandler mentions is on the basis of not widening the cut, and if the cut is widened, as originally planned, I don't see why it isn't just about as cheap to use it for embankment as it would be to waste it, as surely the cost of rip rap and maintenance on the fill will not be as much as the cost of the additional trestle.

My recommendation therefore would be for the design as originally planned, and I have told them to go ahead on this basis unless hearing further from me. VanScoy will not be ready to make this fill for some time, however, and if you want the trestle extended, we can still do so.

Incidentally the contractor will want an extra for driving the piling on account of the difficulty in getting around and setting up for this work.

C. B. McCullough

CBM:AP

...N, CHAIRMAN, PORTLAND
..., MEDFORD
...NCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

July 16th
1 9 3 0

RECEIVED
JUL 17 1930
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Mr. C. B. McCullough
Bridge Engr.
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

The cost of the approach fill on the south end of the Coos Bay ferry will be between $1600.00 and $1800.00 complete with grading, surfacing and rip rap. This does not allow for any loss by wave action to our fill and heavy maintenance for six months or longer during the settlement of the fill. It is my opinion that 100' of trestle will cost approximately $20.00 a foot, or $2,000.00. If I am correct on these bridge figures it would appear to me that the trestle is just as economical as a fill. There will be only about 100 yards of excavation if the trestle is built. We have had no direct communication from any objectors to the fill idea. Mr. Van Scoy has talked to your inspector Frank Moore who told him of the Coos Bay Lumber Company's objections and also Capt. McGintis. Otherwise we know of no objections. It seems that the Coos Bay Lumber Company and Capt. McGintis state that they are afraid this fill will divert the normal current of the tide flow and may change the channel somewhat. This seems more or less probable but you probably have gone into this matter and are more familiar with it than I am, therefore I feel that I should not make any argument from this standpoint.

Studying the whole situation it seems to me that due to the very small, if any, difference in cost, that the trestle might be advisable. I think we mentioned before that this trestle would last from ten to twelve years and this might be all that would be required as it is entirely within the scope of probability that a bridge will be built by that time so that this ferry approach may never be renewed.

Will you please advise further.

Yours truly,

WEC/F

Division Mgr.

PR 141c

NOTED
State Highway Engineer

Salem, Oregon
July 14, 1930.

MEMORANDUM

Mr. R. A. Klein:

Herewith letter from Tom Lillebo, together with my reply. You said you wanted to hold this matter up a while.

Will you kindly advise me what you want me to do so that I can go ahead with it one way or the other.

C. B. McCullough
Bridge Engineer

CBM:AP

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
STATE OFFICE BUILDING
SALEM

July 14, 1930.

Mr. Tom Lillebo,
Reedsport, Oregon.

Dear Sir:

We are in receipt of your communication of July 9, offering to deduct $125.00 from your Item No. 9, if you are relieved of the necessity of removing the old ferry slip on the Glasgow end.

We are not in position to accept or reject this offer at the present time, but will advise you as soon as possible. In the mean time of course you need do nothing as regards removing the old slip.

I will try to get this matter straightened up as soon as possible, and advise you whether or not the removal of this slip will be included or deducted from your contract.

Very truly yours,

C. B. McCULLOUGH
Bridge Engineer

CBM:AP
CC Mr. Klein

OREGON STATE BRIDGE

TOM LILLEBO

Contractor and Builder

Reddsport, Oregon.

July 9, 1930.

Oregon State Highway Commission,
Bridge Department,
Salem, Oregon.

Gentlemen:

In answer to yours of June 28th, I have had several offers in regards to the disposal of the present ferry structure at Glasgow, and in fact I have one offer in which the structure will be removed at no cost to me at all.

However, to expedite matters and clean up as soon as possible after the completion of the new structure at Russell Point, I would be willing to stand a reduction of $125.00 in item #9 of the bit sheet.

Mr. Dennis of the Glasgow Land Co. made me an offer to take this structure over for $100.00 and said he would make satisfactory arrangements with the Highway Commission. However I am willing to go $25.00 stronger and deal direct with the Bridge Department.

Trusting this will be agreeable, I remain

Respectfully yours,

TOM LILLEBO

PR 141 C

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 9, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

JUL 11 1930
OREGON

Dear Sir:-

Reference is made to Mr. Probert's May 31st letter forwarding project agreement estimates for the Coos Bay Ferry Approach at Glascow, Oregon F.A.P. 141-C. The estimates in question have been held here for some time -- pending the receipt from you of formal advice concerning the award of the contract for the structural portion of the work. It is our understanding that the award in this instance was delayed -- pending settlement of right-of-way difficulties. Presumably formal clearance can now be given by you; however, since the estimate has been held so long and also since the contract for the roadway approaches has now been awarded, it is suggested that a revised estimate, based on low bid prices throughout, be submitted.

The May 29th estimates will be held here -- awaiting receipt of information from you.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Ed. Sent Tion

PR 141-C

May 21, 1930.

Mr. H. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 1600
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement for the Coos Bay Ferry Approach at Glasgow, Project No. 141-C.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Pyebert
Office Engineer

Dict by S. W. Nash/ir
Enclosures.

Oregon State Highway Department — Project No. 161-C

OCEAN BAY BRIDGE APPROACH AT SLAUSON ON THE ROOSEVELT COAST HIGHWAY

IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices for structure and estimated costs for roadway approaches.)

Salem, Oregon, May 20, 1930.

11,000	lin.ft	Untreated Douglas Fir Piling	.30	Low Bid	$3,300.00
12,000	lin.ft	Treated Douglas Fir Piling	.94	"	11,280.00
16	M-FBM	Creosoted Douglas Fir Lumber	80.00	"	1,280.00
48	M-FBM	Untreated Douglas Fir Lumber	41.00	"	1,968.00
304	lin.ft	Trestle Superstruc. 30° Rdway	15.60	"	4,742.40
1,272	lin.ft	Trestle Superstruc. 20° Rdway	12.25	"	15,582.00
1		60' Wood Truss Span		"	3,120.00
1		10° x 60° Wood Float		"	2,881.00
All Required		Remove old Struc. & Maint. Traffic			4,000.00
					$48,940.40

Approach Roadway, Sta. 20+65 to Sta. 26+00

All Required		Clearing and Grubbing		Estimate	$ 80.00
11,000	cu.yds	Excavation, Single Classif.	.75	"	8,250.00
5,500	yd.sta.	Overhaul	.05	"	275.00
42	lin.ft	12" Concrete Culvert Pipe	2.00	"	84.00
290	cu.yds	Rip Rap	3.00	"	870.00
					$ 9,429.00
		Sub-total			$58,369.40
		10% Engr. & Cont.			5,836.96
		Total (Struc & Rdwy.Appro)			$64,206.17

Roadway, Sta. 26+00 to Sta. 34+50

All Required		Clearing and Grubbing		Estimate	$ 80.00
5,000	cu.yds	Excavation, Single Classif.	.75	"	3,750.00
2,500	yd.sta.	Overhaul	.05	"	125.00
1,600	yd.mi	Trunk Haul	.30	"	480.00
88	lin.ft	12" Concrete Culvert Pipe	2.00	"	176.00
		Sub-total			$ 4,081.00
		10% Engr. & Cont.			408.10
		Total (roadway)			$ 4,489.10

Length of Structure	1,788 lin.ft		0.338 miles
Length of Roadway Appre	605 lin.ft		0.115 "
Total Length, Structure & Rdway Appre.	2,393 lin.ft		0.453 "
Length of Roadway	790 lin.ft		0.149 "
Total length of project			0.602 miles
Cost per mile, roadway (Sta. 24+00 to Sta. 32+90			$33,813.46

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Struc. & Appr. Rdway	$ 64,036.17	$39,807.04 (62.25%)	$24,229.13
Roadway	5,099.10	3,731.68 (86.2019%)	1,367.42
	$ 69,135.27	$43,538.72	$25,596.55

State Funds for Construction: Chapter 175, Laws 1917; Chapter 51, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

May 3, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Plans, specifications and estimate covering Oregon Federal Aid Project 141-Section C were recommended for approval on April 26, 1930.

We are herewith returning a copy of the estimate for your informationwhen submitting the one revised to contract prices.

Very truly yours,

W. H. LYNCH
District Engineer.

Encls.

Total —

#1190

May 3, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Plans, specifications and estimate covering Oregon Federal Aid Project 141-Section C were recommended for approval on April 26, 1930.

We are herewith returning a copy of the estimate for your information when submitting the one revised to contract prices.

Very truly yours,

W. H. LYNCH
District Engineer.

Encls.

Total — 74,166.40 41,434.70

#1190

Oregon State Highway Department — Project No. 141-C

COOS BAY FERRY APPROACH AT GLASGOW ON THE ROOSEVELT COAST HIGHWAY

IN COOS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, April 22, 1950.

Structure:

11,000 lin.ft	Untreated Douglas Fir Piling	.40	$4,400.00
12,000 lin.ft	Treated Douglas Fir Piling	1.20	14,400.00
16 M-FBM	Creosoted Douglas Fir Lumber	100.00	1,600.00
45 M-FBM	Uncreosoted Douglas Fir Lumber	50.00	2,250.00
304 lin.ft	Trestle Superstructure, 30' Roadway	24.00	7,296.00
1,273 lin.ft	Trestle Superstructure, 20' Roadway	16.00	20,368.00
1	60' Wood Truss Span		1,400.00
1	19'x 40' Wood Float		1,200.00
All Required	Remove old structure and maint. traffic		500.00
			$53,414.00
			5341.40
			58,755.40

Approach Roadway

All Required	Clearing and Grubbing		$ 100.00
16,000 cu.yds	Excavation, Single Classification	.75	12,000.00
6,000 yd.sta.	Overhaul	.05	300.00
1,600 yd.mi.	Truck Haul	.30	480.00
150 lin.ft	12" Concrete Culvert Pipe	2.00	300.00
290 cu.yds	Rip Rap	3.00	870.00
			$ 14,050.00
			1401.00
			15,411.00
	Sub-total		$ 67,424.00
	10% Engr. & Cont.		6,742.40
	Total		$ 74,166.40

Length of Structure 1,788 lin.ft — 0.338 miles
Length of Roadway apprs. 1,385 ft. — 0.262 miles
Total Length of Project — 0.600 miles

~~State Funds Available $ 28,012.65~~
~~Federal Aid Requested 46,153.75 (62.23%)~~
~~$ 74,166.40~~

	Total Cost	Fed. Aid	State Funds
Bridge —	58,755.40	36,563.43 (62.23%)	22,191.97
Roadway —	15,411.00	4,891.27 (31.73%)	10,519.73
Total —	74,166.40	41,454.70	32,711.65

#1190

Oregon State Highway Department — Project No. 141-C

COOS BAY FERRY APPROACH AT GLASGOW ON THE ROOSEVELT COAST HIGHWAY

IN COOS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, April 22, 1930.

Structure:

11,000 lin.ft	Untreated Douglas Fir Piling	.40		$4,400.00
12,000 lin.ft	Treated Douglas Fir Piling	1.20		14,400.00
16 M-FBM	Creosoted Douglas Fir Lumber	100.00		1,600.00
45 M-FBM	Uncreosoted Douglas Fir Lumber	50.00		2,250.00
304 lin.ft	Trestle Superstructure, 30' Roadway	24.00		7,296.00
1,273 lin.ft	Trestle Superstructure, 20' Roadway	16.00		20,368.00
1	60' Wood Truss Span			1,460.00
1	10'x 60' Wood Fleet			1,200.00
All Required	Remove old structure and maint. traffic			800.00
				$53,414.00

Approach Roadway

All Required	Clearing and Grubbing		$ 100.00
16,000 cu.yds	Excavation, Single Classification	.75	12,000.00
6,000 yd.sta.	Overhaul	.05	300.00
1,000 yd.mi.	Truck Haul	.30	400.00
120 lin.ft	12" Concrete Culvert Pipe	2.00	240.00
290 cu.yds	Rip Rap	3.00	870.00
			$ 14,010.00

Sub-total	$ 67,424.00
10% Engr. & Cont.	6,742.40
Total	$ 74,166.40

Length of Structure 1,788 lin.ft — 0.338 miles
Length of Roadway appro. 1,385 ft. — 0.262 miles
Total Length of Project — 0.600 miles

State Funds Available	$ 28,012.62	
Federal Aid Requested	46,153.78	(62.22%)
	$ 74,166.40	

#1190

April 22, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans covering the Coos Bay Ferry Approach at Glasgow, Project No. 141-C.

Five blue print sets of plans for the roadway approaches are being sent under separate cover.

Plans for the structure have been previously sent to you by our Bridge Department.

Very truly yours.

ROY A. KLEIN
State Highway Engineer

By

S. H. Prohert
Office Engineer

Dict by J. W. Nash/F
Enclosures.

#1190
Cont C
PR 141C

May 31, 1930

Union Oil Company of California,
608 Yeon Building,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of May 27th concerning Tom Lillebo, contractor.

Please be advised that Mr. Lillebo was awarded contract No. 1190 forthe construction of Ferry Slips and approaches to the Ferry across Coos Bay on the Roosevelt Coast Highway in Coos County. The amount of this contract is $66,028.25 and the amount of the bond is $50,000.00. The bond in connection with this contract was furnished by the United States Fidelity & Guaranty Company for whom C. O. Price, Porter Bldg., Portland, Oregon, is resident agent. The completion date of the contract is Sept, 30th, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon
May 27, 1930

Oregon State Highway Dept.,
Salem, Ore.

RE: Tom Lillebo
State Highway
Job #1190.

Gentlemen:

We are informed that Mr. Tom Lillebo has been awarded a contract to construct ferry slip and bridge approaches for the State Highway Department between North Bend and Glasgow, Oregon.

We are contemplating making deliveries to the subject, and would greatly appreciate having the following information - Has Mr. Lillebo been awarded the original contract or is he working in the capacity of sub-contractor? Kindly furnish the complete description of the job and advise if our number is correct. What is the amount of the job? What is the name of the bonding company and the approximate amount of the bond? What is the approximate date of completion?

For your convenience we are enclosing a self addressed stamped envelope, asking that we might have an early reply. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

By C. L. Eastevin
District Manager

LC PM
enc.

FORM 28 E-15907 1000 3-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 141C

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

PR*

May 29th
1 9 3 0

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

For your information, your letter and profile on the ferry slips at Coos Bay arrived at this office today. Your letter was dated May 23rd and received here on May 29th.

Yours truly,

Division Engr.

WEC/F

RECEIVED
MAY 31 1930
OREGON
STATE HIGHWAY COMMISSION

PRK

May 29, 1930.

Mr. W. L. Chandler
Division Engineer
State Highway Department,
Grants Pass, Oregon.

Dear Sir:

In accord with our conversation by telephone we are sending herewith a blue print copy of the federal aid plan sheet prepared for the approach to the ferry slip on the north side of Coos Bay.

We are also enclosing a copy of a letter written to you on May 23, relating to this same work.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

PR# 141-C

May 23, 1930.

Mr. W. E. Chandler
Division Engineer
State Highway Department,
Grants Pass, Oregon.

Dear Sir:

Your letter of May 16, requesting a blue print copy of the profile for the ferry approach on the north side of Coos Bay was mislaid, and has just come to my attention.

In connection with the obtaining of federal aid in the construction of the ferry slip, we prepared a federal aid plan which shows the alignment and profile of the approach connection. A blue print copy of this federal aid plan is being mailed to you under separate cover. A copy of this plan is also being sent to Mr. Van Scoy.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

CC Mr. Paul Van Scoy

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

May 16th
1 9 3 0

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

I am sending herewith copy of letter to Mr. De Souza regarding the right of way at Larson and Haines Slough. All the other right of way has now been obtained on this project but we cannot deal with the Glasgow Coal and Land Company as they are located in Portland. Mr. Devers has other dealings with them on the Glasgow Ferry approach so that he can take this up at the same time.

I am checking over the plans and specifications for this project. Have you made a tracing of the profile on the Glasgow-North Bend Ferry approaches? I mean for the grading. If so, will you please send this office a print.

Yours truly,

Division Engr.

WEC/F
Inc. 1.

COMMISSIONERS
S. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 16th
1 9 3 0

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. W. De Sousa
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

I am sending herewith copy of letter from Paul Van Scoy concerning the right of way that is being obtained from the Glasgow Coal and Land Company on the Larson Slough project. Mr. Van Scoy thinks this $300.00 is the top price that should be paid for this land. I would recommend that an offer of $75.00 be made this Company, which appears to me to be about right. This is the last right of way to be obtained on Larsen & Haines Slough. The right of way on the Glasgow Ferry Approaches I am advised is being obtained directly by yourself and Mr. Lavers.

Yours truly,

Division Engr.

WEG/F
cc—S. H. Probert
Inc.

Cequille, Oregon.
May 12th, 1930.

Mr. W. E. Chandler
Division Engr.
Grants Pass, Oregon.

Dear Sir:-

Mr. Devers has written me on May 9th regarding the strip of land to be acquired from the Glasgow Coal and Lumber Company on the Larson Slough grading job, on the Glasgow-Hauser section.

He asks for a description which I enclose, and he also asks about what recommendation we would make as to the amount of compensation.

The amount of land in this strip is 2.45 acres, and it is about 50 feet wide. As there is no damage to the surrounding land I would say that the value of the land alone should govern the price. Part of the strip is unreclaimed tide land which is worthless at present, and part is hill land, all of each is not being cultivated. I would say that $300.00 would be enough.

I do not know whether Mr. Devers sent you a copy of his letter to me or not. Will you kindly write him or send this letter on to him, also giving him the enclosed description.

Respectfully,

(Signed) Paul Van Scoy
Resident Engr.

PR 141C

May 23, 1930

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by The State Highway Commission for the construction of ferry slips and approaches to the ferry across Coos Bay between North Bend and Russell Point on the Roosevelt Coast Highway in Coos County.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc. 1.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

April 21, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Receipt is acknowledged of your letter of April 16th making inquiry as to Federal cooperation in the construction of a ferry slip on the north side of Coos Bay.

While we are of the opinion that it is possible to obtain Federal aid in the construction of a ferry slip where no tolls are charged, we may be in error in this belief. As regards participation on future bridge construction at this point, the state would undoubtedly be required to refund in the amount of Federal funds used on the ferry slip before construction of the bridge could be undertaken.

Very truly yours,

W. H. LYNCH
District Engineer.

REFERRED TO
S H P
By State Highway Engineer

April 21, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Receipt is acknowledged of your letter of April 16th making inquiry as to Federal cooperation in the construction of a ferry slip on the north side of Coos Bay.

While we are of the opinion that it is possible to obtain Federal aid in the construction of a ferry slip where no tolls are charged, we may be in error in this belief. As regards participation on future bridge construction at this point, the state would undoubtedly be required to refund in the amount of Federal funds used on the ferry slip before construction of the bridge could be undertaken.

Very truly yours,

W. H. LYNCH
District Engineer.

April 16, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

As we are expecting to request federal aid in connection with the construction of a new ferry slip on the north side of Coos Bay, we would like to be advised as to whether the granting of federal aid in connection with the construction of the ferry slip would preclude our obtaining federal aid in connection with the construction of a bridge at that location in case the same should be desired at some time in the future.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

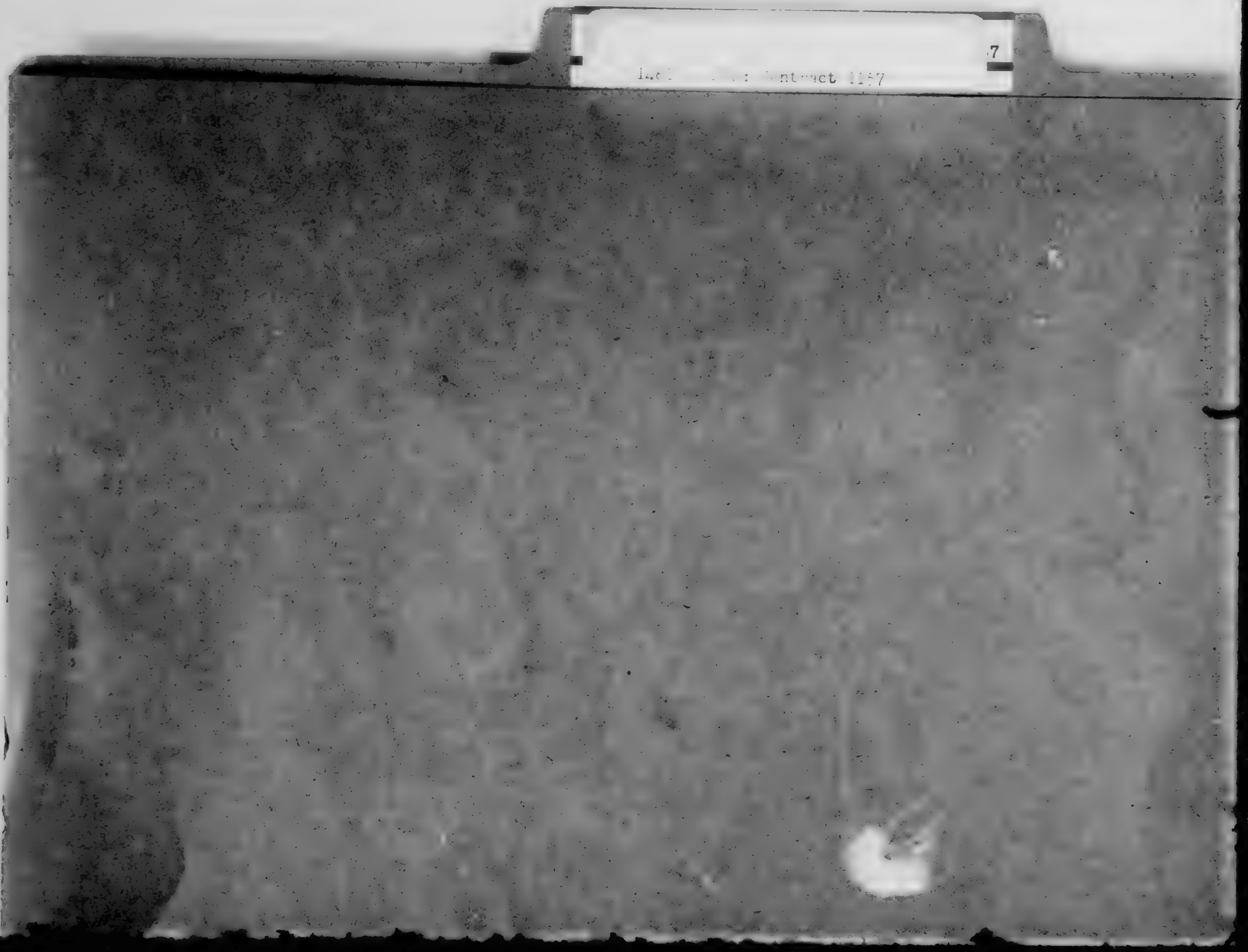
By

S. H. Probert
Office Engineer

CONTRACT # 1481,

SEE:

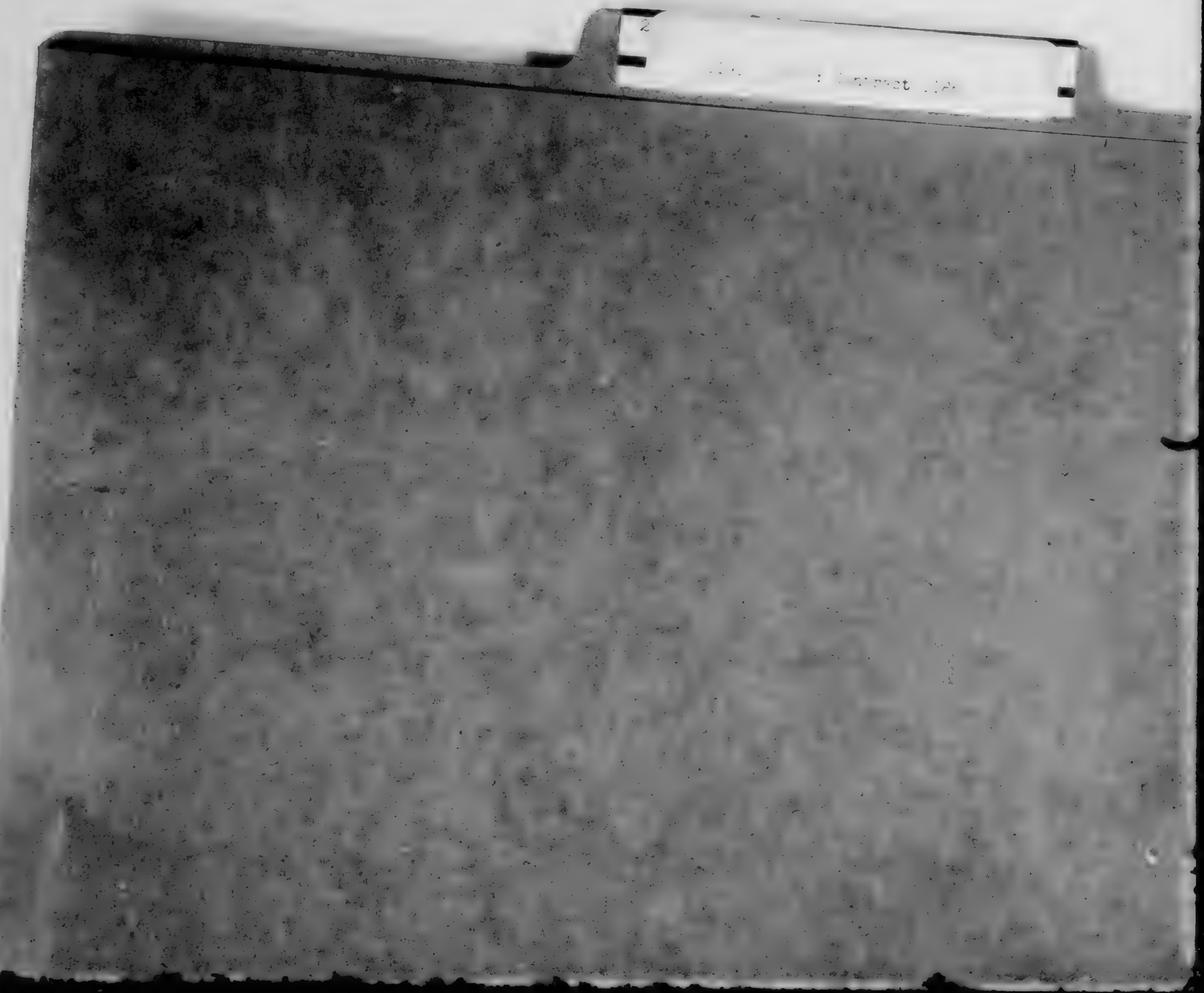
CONTRACT # 1157,


Contract 1257

CONTRACT# 1190,

SEE

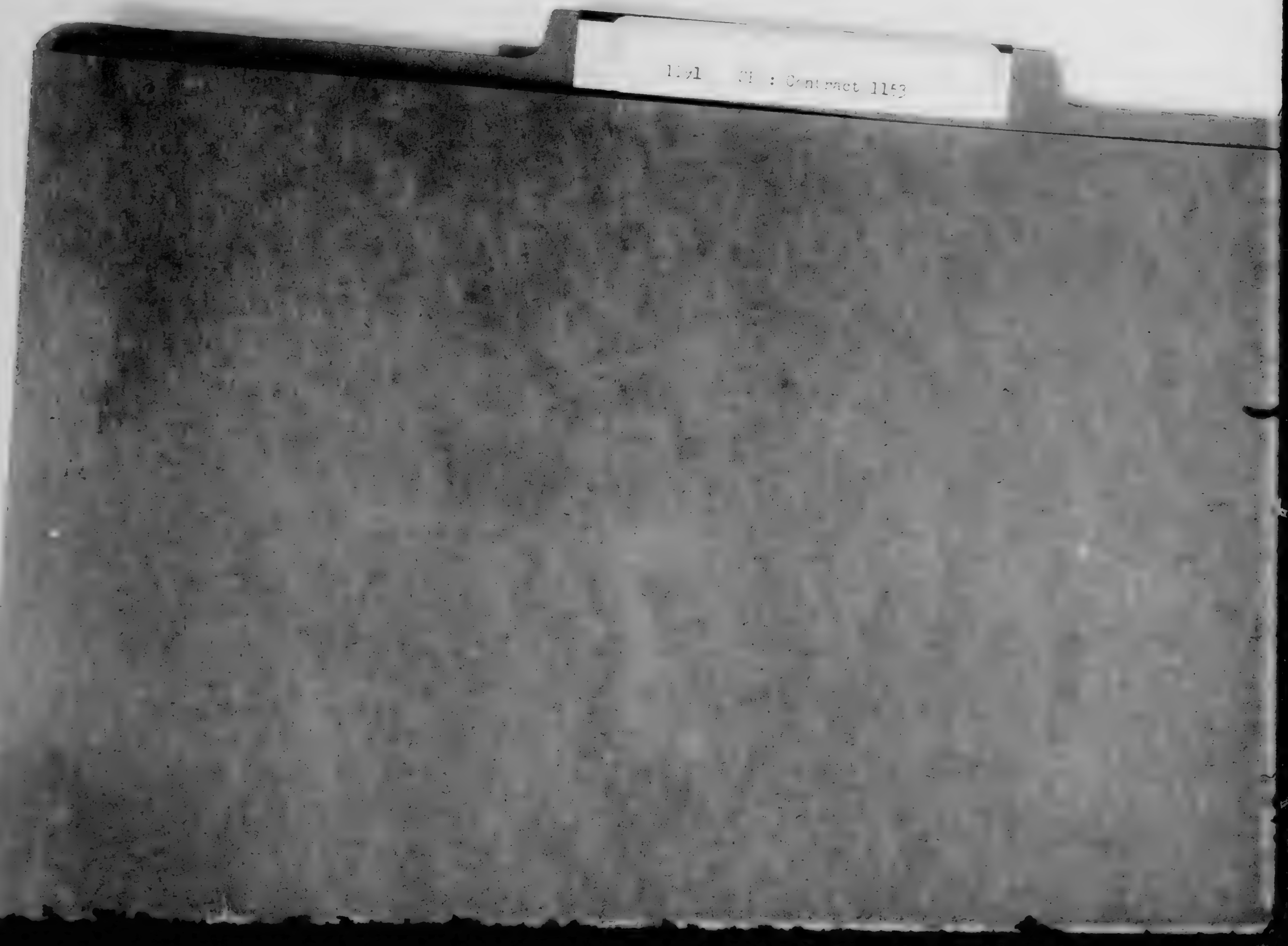
CONTRACT# 1186,



CONTRACT#1191,

SEE:

CONTRACT#1153,


Contract 1153

CONTRACT # 1192,

SEE:

CONTRACT # 1186,

11/2 : Contract 1186

CONTRACT #1193,

[redacted]

[redacted]

PR 161-A Bridge over Camas Swale 1930

1173

#1193
Lmbr
PR 161 a

October 28, 1930

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1193 for the construction of a bridge over Greens Swale north of Creswell on the Pacific Highway in Lane County has been completed by the contractors, Hargreaves & Lindsey, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 7th, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred by the above contractors and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract including the final payment will be $10,338.46.

Very truly yours,

ROY A. KLEEN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

A1173
20PN

PR161a

August 5, 1930

First National Bank
Eugene, Oregon

Attention: A. A. Rogers
President

Gentlemen:

We acknowledge receipt of your letter of the 2nd instant inclosing a letter from Hargreaves and Lindsay directed to the State Highway Department to mail to your bank direct, estimate #3 in connection with the contract for the construction of the bridge over Camas Swale on the Pacific Highway about 2½ miles north of Creswell.

We shall endeavor to comply with your request.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

August 2, 1930

State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing herewith letter from Hargreaves and Lindsay authorizing that you mail check covering the July estimate direct to this bank when payment is allowed, and presume we can look for this check around the 20th of the month.

Thanking you for your attention to this, we are

Yours very truly,

A. A. Rogers
President

AAR:GH
Encl.

Aug 31
answ'd

as requested

AUG -4 '30
SMITH

ANSWERED
H. B. C.

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

August 2, 1930

State Highway Commission
Salem, Oregon

Gentlemen:

For value received, we have assigned to the First National Bank of Eugene, Oregon, the proceeds of our regular July estimate on contract for construction of concrete bridge over Camas Swale on the Pacific Highway about two and one-half miles north of Creswell. This regular July estimate is Estimate No. 3 in your office, and is in the amount of $4,251.09.

Will you please mail check covering payment direct to the First National Bank of Eugene, Oregon.

Yours very truly,

HARGREAVES & LINDSAY

By Fred N. Lindsay

AAR/CC

PR161a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 12, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:- Attention -- Mr. Probert

As requested in your letter of June 26th withdrawing Federal aid in connection with the proposed Camas Swale Bridge, Federal Aid Project No. 161, we are herewith returning P.S. and E. papers covering this project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer.

Oregon State Highway Department — Project No. 161-A

CAMAS SWALE BRIDGE ON THE PACIFIC HIGHWAY

IN LANE COUNTY

(Estimate as basis for project Agreement. Based on low bid prices.)

Salem, Oregon, May 12, 1930.

200 cu.yds	Excavation	$ 4.00	$800.00
20 cu.yds	Excavation below plans	5.00	100.00
1,900 lin.ft	Foundation Piling	.40	760.00
180 cu.yds	Cl. "A" Concrete	18.00	3,240.00
90 cu.yds	Cl. "D" Concrete	16.00	1,440.00
53,000 lbs	Metal Reinforcement	.05	2,650.00
250 lin.ft	Concrete Handrail	5.00	1,250.00
All Required	Remove old Br. and Maintain Traffic		1,000.00
	Sub-total		$ 11,240.00
	10% Engr. & Cont.		1,124.00
	Total		$ 12,364.00

Length of Project 120 ft. - ~~0.022~~ 0.023 miles

State Funds Available $ 4,669.89

Federal Aid Requested 7,694.11 (62.23%)

$12,364.00

State Funds for Construction - Chapter 175, Laws 1917, Chapter 31, Laws 1920

State Funds for Maintenance - Chapter 41, Laws 1927.

Oregon State Highway Department

Project No. 161-A

CAMAS SWALE BRIDGE ON THE PACIFIC HIGHWAY

IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, April 21, 1930.

200 cu.yds	Excavation	$ 2.00	$ 400.00
20 cu.yds	Excavation below plans	5.00	100.00
1,900 lin.ft	Foundation piling	.50	950.00
180 cu.yds	Cl. "A" Concrete	22.00	3,960.00
90 cu.yds	Cl. "D" Concrete	22.00	1,980.00
53,000 lbs	Metal Reinforcement	.05	2,650.00
250 lin.ft	Concrete Handrail	5.00	1,250.00
All Required	Remove Old Br. & Maint. Traffic		500.00
	Sub-total		$11,790.00
	10% Engr. & Cont.		1,179.00
	Total		$12,969.00

Length of Projedt 120 ft. - 0.022 miles

State Funds Available	$ 4,898.40
Federal Aid Requested	8,070.60
	$12,969.00

Superseded

PR 161a

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

July 2, 1930.

RECEIVED
JUL 3 1930
OREGON

State Highway Commission,
Salem, Oregon.

Gentlemen:

For value received, we have assigned to the First National Bank of Eugene, Oregon, the proceeds of our regular June estimate on contract for construction of concrete bridge over Camas Swale on the Pacific Highway about two and one-half miles north of Creswell. This regular June estimate is estimate No. 2 in your office.

Will you please mail check covering payment direct to the First National Bank of Eugene, Oregon.

Yours very truly,

HARGREAVES & LINDSAY
By D M Hargreaves.

DCM:FD

Cmit. 1193
noted mail 7-3

JUL -3

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

July 2, 1930

RECEIVED
JUL 3 1930
OREG

State Highway Commission
Salem, Oregon

Gentlemen:

We are in receipt of your check for $918.00, made payable to Hargreaves & Lindsay, covering Estimate No.1 on the Camas Swale concrete bridge. This check has been delivered to Hargreaves & Lindsay.

The check that we wished to have sent to us was the larger check for the regular June estimate, which will run up into a number of thousand dollars. We are, therefore, enclosing another letter from Hargreaves & Lindsay, directing that the regular June estimate--probably No. 2--be sent to us, and we shall appreciate your so doing.

Yours very truly,

R. C. Merrill
Asst. Cashier

RCM/CC

JUL -3

fn 161-A

June 26, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We desire to withdraw our request for federal aid in connection with the proposed Canna Swale Bridge (Federal Aid Project No. 161). We will appreciate it, therefore, if you will, at your convenience, return to us the estimates and plans which were submitted to you for your approval sometime ago.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

The withdrawal of this project was made at the request of the Portland office of the Bureau of Public Roads. Through an oversight, the Portland office approved the plans for the project and allowed us to award the contract before the Secretary of Agriculture had signed the project statement. Under the rules of the Bureau, a project awarded prior to the signing of the project statement, by the Secretary of Agriculture, is ineligible for federal aid.

SHP

Ron

#1193
20PN

PR1610

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

June 19, 1930

Mr. R. C. Merrill
Asst. Cashier
The First Nat'l Bank of Eugene
Eugene, Oregon

Dear Sirs

We acknowledge receipt of your letter of the 17th instant enclosing an order signed by Hargreaves and Lindsay directing us to mail to you direct, the check for the June estimate due them for the construction of a concrete bridge over Camas Swale on the Pacific Highway 2½ miles north of Cresswell.

We shall endeavor to comply with this request which we take is not an assignment of moneys due but simply a direction to mail the warrant in your care.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

cc Hargreaves & Lindsay

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

June 17, 1930

cont 1193

RECEIVED
JUN 18 1930
OREGON

State Highway Commission
Salem, Oregon

Gentlemen:

We enclose an order, signed by Hargreaves & Lindsay, directing you to mail to us their check for the June estimate on the concrete bridge which they are building over Camas Swale, on the Pacific Highway, 2½ miles north of Creswell.

We shall appreciate your acknowledging this order and indicating that you will conform to it.

Yours very truly,

R. C. Merrill
Asst. Cashier

C.41

RCM:CC

ANSWERED
H. B. G.

JUN 18 30

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

June 17, 1930

State Highway Commission
Salem, Oregon

Gentlemen:

For value received, we have assigned to the First National Bank of Eugene, Oregon, proceeds of the June estimate on our contract covering the construction of a concrete bridge over Camas Swale, on the Pacific Highway, about 2½ miles north of Creswell.

Will you please mail check covering our June estimate direct to the First National Bank of Eugene, Oregon.

Yours very truly,

HARGREAVES & LINDSAY

By W. P. Hargreaves

JUN 18 30
CARL F. SMITH
AUDITOR

PR161a

May 19, 1930

Hargreaves & Lindsey
935 Oak Street
Eugene, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Camas Swale on the Pacific Highway in Lane County.

Very truly yours

Roy A. Klein
State Highway Engineer

By H. B. Glaisyer
Chief Clerk

HBGeS
Enc.

PR-161-A

May 13, 1930.

Mr. H. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement covering the Ormsby Basin Bridge, Oregon Project No. 161-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

Dict by J. W. Nash/AP

Oregon State Highway Department — Project No. 103-A

CAMAS SWALE BRIDGE ON THE PACIFIC HIGHWAY

IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 12, 1930.

300 cu.yds	Excavation	$ 4.00	$900.00
20 cu.yds	Excavation below plans	5.00	100.00
1,900 lin.ft	Foundation Piling	.40	760.00
190 cu.yds	Cl. "A" Concrete	18.00	3,240.00
80 cu.yds	Cl. "D" Concrete	18.00	1,440.00
53,000 lbs	Metal Reinforcement	.05	2,650.00
220 lin.ft	Concrete Handrail	5.00	1,100.00
All Required	Remove old Br. and Maintain Traffic		1,000.00
	Sub-total		$ 11,240.00
	10% Engr. & Cont.		1,124.00
	Total		$ 12,364.00

Length of Project 120 ft. = 0.022 miles

State Funds Available $ 4,6[illegible]

Federal Aid Requested 7,694.11 (62.22%)

$12,364.00

State Funds for Construction - Chapter 174, Laws 1917, Chapter 31, Laws 1919

State Funds for Maintenance - Chapter 41, Laws 1927.

May 6, 1930

Hargreaves & Lindsay
955 Oak Street
Eugene, Oregon

Gentlemen:

This letter is to inform you that we have received information from the Industrial Accident Commission to the effect that some time ago you rejected the Oregon Workmen's Compensation law and that you had not as yet agreed to accept the provisions of the same.

One of the requirements of this department is that successful bidders on State Highway Construction work accept the terms of this law. We will expect you to do this in connection with the contract that was recently awarded to you by the State Highway Commission for the construction of the bridge over Camas Swale on the Pacific Highway just north of Creswell. We are not unmindful of the fact that you were allowed to proceed with the construction of the approaches to the Springfield Bridge without the state insurance as provided by the Workmen's Compensation Law, but from now on, in connection with State Highway work, we will expect you to comply with all the rules of this department the same as all other contractors on state highway work are required to do. Please give this matter your immediate attention. Forms for the accepting of the law will be furnished you by the State Industrial Accident Commission upon request.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

May 6, 1930

State Industrial Accident Commission
B u i l d i n g

Attention: E. E. Bragg
Commissioner

Gentlemen:

This is to acknowledge receipt of your letter of the 2nd instant in which you advise us of the status of Hargreaves & Lindsay, contractors, with your commission.

Relative to this matter will say that it is one of our standard requirements that state highway contractors accept the terms of the Oregon Workmen's Compensation Act and carry on their work in strict compliance with the provisions thereof. Unless some peculiar circumstance develops in connection with the contract that was recently awarded to Hargreaves & Lindsay we shall expect them to comply with this ruling. We are today writing them to this effect.

Thanking you very kindly for your courtesy in this matter we remain

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

STATE INDUSTRIAL ACCIDENT COMMISSION

SAM LAUGHLIN
W H. FITZGERALD
E. E. BRAGG
COMMISSIONERS

— WORKMEN'S COMPENSATION LAW —

SALEM, OREGON

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION AND
REFER TO FILE: JMJ:

May 2, 1930.

Oregon State Highway Commission,
Salem,
Oregon.

Re: 26864-Rej., Hargreaves & Lindsay

Gentlemen:

Last fall we had some correspondence with your Mr. J. M. Devers, in regard to the status of Hargreaves & Lindsay, contractors who had rejected the workmen's compensation law.

In a letter dated October 9, Mr. Devers wrote us that it was decided to permit the firm to continue its insurance with the Hartford Insurance Co., for a job then on hand.

Recently the Morning Oregonian mentioned the letting of another contract by your Commission to the same firm. We are calling this matter to your attention because the status of the firm is still as it was before; that is, its rejection continues in effect.

Yours truly,

STATE INDUSTRIAL ACCIDENT COMMISSION.

E E Bragg

E. E. Bragg,
Commissioner.

REFERRED TO
H B G.
State Highway Engineer

ANSWERED
H. B. G.

PR 161-A

April 21, 1930.

Mr. W. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 2000
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans for the Camas Swale Bridge, Project 161-A.

Five blue print copies of the title sheet are being sent under separate cover.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. E. Pyckett
Office Engineer

Dict by J. W. Nash/AP

Encls.

Oregon State Highway Department — Project No. 163-A

GAMAS SHALE BRIDGE ON THE PACIFIC HIGHWAY

IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, April 21, 1930.

200 cu.yds	Excavation	$ 2.00	$ 400.00
20 cu.yds	Excavation below plans	5.00	100.00
1,900 lin.ft	Foundation piling	.50	950.00
180 cu.yds	Cl. "A" Concrete	22.00	3,960.00
90 cu.yds	Cl. "B" Concrete	22.00	1,980.00
53,000 lbs	Metal Reinforcement	.05	2,650.00
250 lin.ft	Concrete Handrail	5.00	1,250.00
All Required	Remove Old Br. & Maint. Traffic		500.00
	Sub-total		$11,790.00
	10% Engr. & Cont.		1,173.00
	Total		$12,963.00

Length of Project 120 ft. = 0.022 miles

State Funds Available	$ 4,893.40
Federal Aid Requested	8,070.60
	$12,963.00

CONTRACT # 1195,

SEE:

CONTRACT # 1107,

1195

CONTRACT #1196,
1200, 1234,

PR 117-G Hendricks Br.-Doyle Hill 1929

1196, 1200, 1234

[redacted]

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRE 117-G

POST OFFICE BUILDING
PORTLAND, OREG.

Dec. 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

Encls.

Hyp. 8078

Form P. R. 2

State Oregon

Project No. [illegible]-117, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of October, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 57, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 20th day of September, 19 27, a project statement, which was approved by the Secretary on the 24th day of October, 19 27, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 0 of said project which were recommended for approval by the United States District Engineer on the 9th day of August, 19 33; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

one thousand, five hundred fifty-one and no/100

dollars ($ 1,551.00) as the share of the United States payable under said act on account of Section 0 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act
(Include amount, date, and citation of
approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof
act of legislature by which authorized)
not provided from such funds shall be met from State funds available to the
State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(*b*) From other sources .....

.....

.....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1113+20 in NW¼ of Sec.11, T 17 S, R 1 E, W.M. and
survey station 1138+00 in SE¼, Sec.2, T 17 S, R 1 E, W.M.,

.....

.....

.....

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ____ day of _____

9
7

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 9 of said project shall not in any event exceed the sum of one thousand, five hundred fifty-one and no/100 dollars ($1,551.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one thousand, nine hundred fifty-five and no/100 dollars ($1,955.00), the approved total estimated cost of Section 9 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event ~~shall payment or payments made by the United States on account of said project exceed~~ STRICKEN OUT the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5818

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8 day of December, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By [signature]

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By [signature]

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By [signature]
Acting Chief, Bureau of Public Roads

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 8 of said project shall not in any event exceed the sum of one thousand, five hundred fifty-one and no/100 dollars ($ 1,551.00), certified to the Secretary of the Treasury as above mentioned, which does

FORM S-A-1 5000 5000 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Leaburg, Ore.
October 7, 1933

IN REPLY PLEASE REFER TO FILE NO.

Mr. W.H. Lynch
U.S.B.P.R
Postoffice Bldg.
Portland, Oregon.

Dear Sir:

Please be advised that Babler Bros. commenced work on H. R. H 117 C on October 6, 1933.

Very truly yours,

.H. Stewart
esident Engineer

HS:JEF

cc
S.H. Probert

August 30, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Hendricks Bridge-Doyle Hill Section, Project No. NRH-117-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/GS

Encl.

Oregon State Highway Department — National Recovery Highway
Project No. NRH-117-B

HENDRICKS BRIDGE-DOYLE HILL SECTION

OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 30, 1933.

STATEMENT OF COMPLETED WORK

ORIGINAL PROJECT (Sta. 613+97.2 to 764+04.4 = 3+39.0)(Sta. 141+36.2 = 911+83.8 to 1113+20)

Final Cost on Roadway		$ 153,691.83
Final Cost on Bridge		14,412.85
		$ 168,104.68
Federal Aid Paid on Roadway		$ 76,011.81
Federal Aid Paid on Bridge		8,969.11
		$ 84,980.92
Emergency Advance Funds Paid on Roadway		$ 2,750.25
Length of Participating Roadway		6.627 miles
" " Non-participating Roadway		3.082 "
" " one Bridge		0.028 "
Total length of project		9.737 "
Cost per mile, roadway		$ 23,191.76
Federal Aid Paid per mile, roadway		$ 11,470.01

FIRST REOPENING (Sta. 613+97.2 to 764+04.4 = 3+39.0) (Sta. 141+36.2 = 911+83.8 to 1113+20)

Final Cost on Roadway		$ 25,118.34
Federal Aid Paid on Roadway		$ 15,632.14
Length		6.627 miles
Cost per mile		$ 3,790.30
Federal Aid Paid per mile		$ 2,358.70

SUMMARY OF COMPLETED WORK (Sta. 613+97.2 to 764+04.4 = 3+39.0)
Sta. 141+36.2 = 911+83.8 to 1113+20)

Total Cost on Roadway	$ 178,810.17
Total Federal Aid paid on Roadway	91,642.95
Emergency Advance Funds Paid on Roadway	2,750.25
Total Federal Aid Paid on bridge	14,412.85
Total Cost per mile, roadway	26,992.06
Total Federal Aid paid per mile, roadway	13,828.72

NEW WORK (Sta. 1113+20 to 1138+60)
Bituminous Macadam Wearing Surface Type B-6 (Modified)

0.3	mile	Preparation of Base	$75.00	$ 37.50
400	cu. yd.	Placing Mineral Aggregate	1.15	460.00
610	yd. mi.	Hauling " "	0.20	122.00
27	tons	Asphalt in Place	25.50	688.50
4	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.50	102.00
		Sub-total		$ 1,410.00
		10% Engr. & Cont.		141.00
		Total		$ 1,551.00

Length 0.470 mile
Cost per mile $3,300.00

National Recovery Highway Funds Requested $ 1,551.00

NON-PARTICIPATING ITEMS

Aggregate (Contract #1325)

230	cu. yd.	2" - 1" Broken Stone in Stockpile	$1.00	(low bid)	$ 230.00
50	cu. yd.	3/4" - 1/2" Broken Stone in "	1.00	" "	50.00
80	cu. yd.	1/2" - 1/4" Broken Stone in "	1.00	" "	80.00
400	yd. mi.	Hauling Broken Stone, Pile Measure	0.11	" "	44.00
					$ 404.00

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1930
" " " Maint: Chap. 41, laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

RECEIVED
AUG 10 1933
OREGON
STATE HIGHWAY COMMISSION
Post Office Building
Portland, Oreg.

August 9, 1933

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 117-G, the Hendricks Bridge section of the McKenzie Highway, 0.470 miles of bituminous macadam, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeographed Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

We do not check your mileage of 0.472 miles for the length of the new work. We arrive at a ~~total~~ length for this section of 2481.5 = 0.46998 miles, or 0.470. If you check us on this mileage please make the proper correction when estimates revised to low bid prices are submitted.

The summary sheet No. 2 of the plans does not show the quantities for the new work, Sta. 1113+20 to 1138. Please submit revised plan sheet No. 2 showing the quantities for this section.

OK
Iwr

Very truly yours,

W. H. LYNCH
District Engineer

HBG:jn

Secretary

1176

October 3, 1932

Eugene Water Board
Eugene, Oregon

Gentlemen: Attention F. M. Bennett, Credit Manager

Reply is made to your letter of September 27 regarding your claim against M. J. Campbell, who, you state, is a subcontractor under the Atlas Construction Company who did some construction work on the McKenzie Highway last year.

A search of our files has been made and we fail to find that the Atlas Construction Company has done any work under contract to the State Highway Commission. Neither do we find any record of M. J. Campbell. We have been informed by the State Industrial Accident Commission that their records show that the Atlas Construction Company was a subcontractor under M. J. Campbell and Camp during the year 1931 at Walterville; also that Camp and Campbell were in some way connected with Saxton & Looney to whom was awarded contract for the surfacing of the Hendricks-Doyle Hill Section of the McKenzie Highway by the State Highway Commission. We have no record of this connection in this office, therefore, we are unable to give you information relative thereto.

The Saxton & Looney contract was completed August 1, 1931, and final payment has been made.

In the second paragraph of your letter you state your records show this office wrote the Atlas Construction Company on or about the middle of January, 1932, advising them of your claim. We are unable to locate a copy of such letter. If not inconvenient, we would like to receive a copy of the letter you have in your files. There is a possibility that we may be able to give you further information after perusal of such letter.

We regret we can give you no further information at this time.

Very truly yours

STATE HIGHWAY COMMISSION

HBG:jn

Secretary

to locate anything in our files on
I did make inquiry at the Accident Commission and
found that the Atlas Constr. Co. were subs under Camp
& Campbell during 1931 and has a plant at Walterville.
Our jobs up there at that time and since are as follows:
#1171 - J. W. & J. R. Hillstrom - Nimrod-Belknap Springs
Section resurfacing - Completed Aug, 7, 1931 - #1234 - Sax
ton & Looney - Handricks Br.-Doyle surfacing - completed
Aug, 1, 1931 - #1328 - J. W. & J. R. Hillstrom - Doyle
Hill-Nimrod Section - surfacing - completion date
Oct, 31, 1932 -

The Accident Comm. advised that they have had no record of this Company since last year and do not know where they could be located at present.

BOARD

ER

C. A. McCLAIN, C. E.
GENERAL SUPT.-SEC'Y.

PLEASE REFER TO

FILE NO.

RECEIVED
SEP 28 1932
OREGON
COMMISSION

September
Twentyseventh
1 9 3 2

State Highway Commission,
Salem,
Oregon

Gentlemen:

In January of this year we wrote you regarding a claim we held against Mr. M. J. Campbell. Mr. Campbell was sub-contractor under the Atlas Construction Company doing work on the McKenzie Highway.

Our records show that you wrote the Atlas Construction Company on or before the middle of January, 1932, advising them of our claim. To date we have heard nothing from this claim and we wonder whether or not Mr. Campbell has been released from his bond or whether the claim was filed against him.

Very truly yours,

EUGENE WATTER BOARD

F. M. Bennett,
Credit Manager

FMB-ERP

W. P. FELL, PRESIDENT
P. W BROWN
L. D. PIERCE
MARION VEATCH
ORLANDO JOHN HOLLIS

EUGENE WATER BOARD

MUNICIPAL
ELECTRIC AND WATER
UTILITIES

EUGENE, OREGON

G. A. McCLAIN, C. E.
GENERAL SUPT.-SEC'Y.

PLEASE REFER TO

FILE NO.

PLEASE ADDRESS
ALL CORRESPONDENCE TO THE
EUGENE WATER BOARD

RECEIVED
SEP 28 1932
OREGON
HIGHWAY COMMISSION

September
Twentyseventh
1 9 3 2

State Highway Commission,
Salem,
Oregon

Gentlemen:

In January of this year we wrote you regarding a claim we held against Mr. M. J. Campbell. Mr. Campbell was sub-contractor under the Atlas Construction Company doing work on the McKenzie Highway.

Our records show that you wrote the Atlas Construction Company on or before the middle of January, 1932, advising them of our claim. To date we have heard nothing from this claim and we wonder whether or not Mr. Campbell has been released from his bond or whether the claim was filed against him.

Very truly yours,

EUGENE WATER BOARD

F. M. Bennett

F. M. Bennett,
Credit Manager

FMB-ERP

June 26, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying bituminous macadam specifications for the Hendricks Bridge-Doyle Hill Section, Project No. 117-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Public Roads
Project No. 117-G

MCKENZIE BRIDGE-DEVILS MILL SECTION

OF THE MCKENZIE HIGHWAY IN LANE COUNTY

(Estimate accompanying Specifications. Not as basis for project agreement)

Salem, Oregon, June 26, 1933.

STATEMENT OF COMPLETED WORK

ORIGINAL PROJECT (Sta. 613+97.2 to 764+04.4 = 3+39.0)(Sta. 141+36.2 = 911+83.8 to 1113+20)

Final Cost on Roadway	$153,691.83
Final Cost on Bridge	14,412.85
	$168,104.68
Federal Aid Paid on Roadway	$ 76,811.81
Federal Aid Paid on Bridge	8,169.11
	$ 84,980.92
Emergency Advance Funds Paid on Roadway	$ 2,750.83
Length of Participating Roadway	6.627 miles
" " Non-participating Roadway	3.082 "
" " one bridge	0.028 "
Total length of project	9.737 "
Cost per mile, roadway	$ 23,191.76
Federal Aid Paid per mile, roadway	$ 11,470.01

FIRST REOPENING (Sta. 613+97.2 to 764+04.4 = 3+39.0) (Sta. 141+36.2 = 911+83.8 to 1113+20)

Final Cost on Roadway	$ 23,118.34
Federal Aid Paid on Roadway	$ 15,631.14
Length	6.627 miles
Cost per mile	$ 3,790.30
Federal Aid Paid per mile	$ 2,358.70

SUMMARY OF COMPLETED WORK (Sta. 613+97.2 to 765+24.4 = 3+39.8)
(Sta. 141+35.2 = 911+83.8 to 1113+20)

Total Cost on Roadway	$178,810.17
Total Federal Aid Paid on Roadway	91,642.85
Emergency Advance Funds Paid on Roadway	2,750.00
Total Federal Aid Paid on bridge	14,412.00
Total Cost per mile, roadway	26,982.00
Total Federal Aid paid per mile, roadway	13,898.72

NEW WORK (Sta. 1113+20 to 1138+00)

Bituminous Macadam Wearing Surface Type B-6 (Modified)

0.5	miles	Preparation of Base	$75.00	$ 37.50
400	sq. yd.	Placing Mineral Aggregate	1.15	460.00
610	yd. mi.	Hauling " "	0.15	91.50
27	tons	Asphalt in Place	24.00	648.00
4	"	Emulsified, or Cut-back Asphalt in Seal Coat	26.50	106.00
				$1,343.00
		10% Engr. & Cont.		134.30
				$1,477.30

Accessories (Contract #1328)

230	cu. yd.	2" - 1" Broken Stone in Stock pile	$1.00	(low bid)	$230.00
50	cu. yd.	3/4" - 1/2" Broken Stone in Stock pile	1.00	" "	50.00
80	cu. yd.	1/2" - 1/4" Broken Stone in Stock pile	1.00	" "	80.00
400	yd. mi.	Hauling Broken Stone, Pile Measure	.11	" "	44.00
					$404.00
		10% Engr. & Cont.			40.40
					$444.40
		Sub-total			$1,747.00
		10% Engr. & Cont.			174.70
		Total			$1,921.70

Length 0.472 miles
Cost per mile $4,071.39 3121.87

Item	Total Cost	Regular Fed. Aid Funds	Public Lands Hwy. Funds	State Funds
Bituminous Macadam	$1,477.30	$ --	$ 1,477.30	$ --
Aggregate	444.48	273.92(61.64%)	--	170.48
	$1,921.78	$ 273.92	$ 1,477.30	$ 170.48

Oregon State Highway Department — National Recovery Highway
Project No. NRH-117-C

REDRIDGE BRIDGE-DOYLE HILL SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate accompanying specifications. Not as basis for project agreement.)

Salem, Oregon, August 3, 1933.

STATEMENT OF COMPLETED WORK

ORIGINAL PROJECT (Sta. 613+97.2 to 764+04.4 = 3+39.0)(Sta. 141+36.2 = 911+65.8 to 1113+80)

Final Cost on Roadway	$ 153,691.83
Final Cost on Bridge	14,412.85
	$ 168,104.68
Federal Aid Paid on Roadway	$ 76,011.81
Federal Aid Paid on Bridge	8,969.11
	$ 84,980.92
Emergency Advance Funds Paid on Roadway	$ 2,750.25
Length of Participating Roadway	6.627 miles
" " Non-participating Roadway	2.092 "
" " one Bridge	0.020 "
Total length of project	8.737 "
Cost per mile, roadway	$ 23,191.76
Federal Aid Paid per mile, roadway	$ 11,470.62

FIRST REOPENING (Sta. 613+97.2 to 764+04.4 = 3+39.0) (Sta. 141+36.2 = 911+65.8 to 1113+80)

Final Cost on Roadway	$ 25,118.34
Federal Aid Paid on Roadway	$ 15,633.14
Length	6.627 miles
Cost per mile	$ 3,790.30
Federal Aid Paid per mile	$ 2,358.70

SUMMARY OF COMPLETED WORK (Sta. 613+97.2 to 764+04.4 = 3,050.0)
Sta. 141+36.2 = 911+63.8 to 1113+00)

Total Cost on Roadway	$ 178,610.17
Total Federal Aid Paid on Roadway	91,648.35
Emergency Advance Funds Paid on Roadway	2,750.25
Total Federal Aid Paid on bridge	14,412.85
Total Cost per mile, roadway	26,986.06
Total Federal Aid paid per mile, roadway	13,838.72

NEW WORK (Sta. 1113+60 to 1130+00)

Bituminous Macadam Wearing Surface Type B-5 (Modified)

0.5	miles	Preparation of Base	$ 75.00	$ 37.50
400	cu. yd.	Placing Mineral Aggregate	1.15	460.00
610	yd. mi.	Hauling Mineral Aggregate	0.15	91.50
27	tons	Asphalt in Place	24.00	648.00
4	tons	Emulsified, or Cut-back Asphalt in Seal Coat	26.50	106.00
				$ 1,343.00
		10% Engr. & Cont.		134.30
				$ 1,477.30

Length 0.472 miles
Cost per mile $ 3,129.87

National Recovery Highway Funds Requested $ 1,477.30

NON-PARTICIPATING WORK

Aggregate (Contract #1328)

230	cu. yd.	2" - 1" Broken Stone in Stockpile	$ 1.00	(low bid)	$ 230.00
50	cu. yd.	3/4" - 1/2" Broken Stone in Stockpile	1.00	" "	50.00
80	cu. yd.	1/2" - 1/4" Broken Stone in Stockpile	1.00	" "	80.00
400	yd. mi.	Hauling Broken Stone, Pile Measure	0.11	" "	44.00
					$ 404.00
		10% Engr. & Cont.			40.40
					$ 444.40
		Sub-total			$1,747.00
		10% Engr. & Cont.			174.70
		Total			$1,921.70

PR 1178

March 12, 1932

Eugene Water Board,
Eugene,
Oregon.

Attention of J. W. McArthur, Supervising Engineer

Gentlemen:

Reference is made to your letter of December 23, 1931, stating that you had previously submitted your warrant, in the sum of $514.87, to the State Highway Commission, which warrant was to cover full and final payment of the division of cost between the State and the City of Eugene in connection with state highway construction work in the vicinity of the City's Leaburg hydro project.

This matter was reported to the State Highway Commission at its meeting, held on February 8. The Commission accepted the warrant as is evidenced by that portion of the minutes of the meeting, excerpt of which is attached.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

H.G:AJ

December 30, 1931

Mr. J. W. McArthur
Supervising Engineer
Eugene Water Board
Eugene, Oregon

Dear Mr. McArthur:

This will acknowledge receipt of your letter of December 23 concerning final payment from the Eugene Water Board on the cooperative work with this department in the reconstruction of the McKenzie Highway adjacent to the City of Eugene's Leaburg power project.

I am pleased to say that this work has been handled to our entire satisfaction and it has been a pleasure to work these problems out with the superintendent and engineers of the Eugene Water Board.

In order to have a complete record of this transaction, I will bring the matter up at the next meeting of the State Highway Commission so that the matter may be recorded in the minutes, after which I will be very much pleased to send you a copy so that your record may be complete.

With very best wishes for a Happy and Prosperous New Year to both Mr. McClain and yourself, I am

Very truly yours

State Highway Engineer

RAK:HI

Western

There still remains the removal of the old Bridge at Walterville and the fencing of the old road at that point as set out in the letter to Meclain under date of June 24th. Collier said not long ago that some of the local people wanted the old bridge left in place. Outside of this, we are now all settled with the Cit Lep.

C. A. McCLAIN, C. E.
GENERAL SUPT.-SEC'Y.

ER BOARD

L

WATER

PLEASE REFER TO

FILE NO.

EGON
1931

RECEIVED
DEC 24 1931
OREGON
STATE HIGHWAY COMMISSION

arrant No. 51783 for the sum
ighway Commission a few days
inal payment of the division of
of Eugene in connection with
cinity of the City's Leaburg
his warrant is final payment
ate Highway Commission, the
er to the Highway Commission
s also the balance shown due
the Highway Commission's office
of November 9, 1931.

re, this work has all been
City of Eugene, and from all
ssion also. Since this warrant
, we would be pleased to have
that effect from the Highway

Trusting this will be agreeable to you, I am,

Very sincerely yours,

EUGENE WATER BOARD,

J. W. McArthur,

J. W. McArthur,
Supervising Engineer.

JWMcA:P

P. W. FELL, PRESIDENT
P. W BROWN
L. D. BIERCE
MARION VEATCH
ORLANDO JOHN HOLLIS

PLEASE ADDRESS
ALL CORRESPONDENCE TO THE
EUGENE WATER BOARD

EUGENE WATER BOARD

MUNICIPAL
ELECTRIC AND WATER
UTILITIES

C. A. McCLAIN, C. E.
GENERAL SUPT.-SEC'Y.

PLEASE REFER TO

FILE NO.

EUGENE, OREGON
December 23, 1931

RECEIVED
DEC 24 1931
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Eugene Water Board's warrant No. 51788 for the sum of $514.87 was mailed to the State Highway Commission a few days ago. This warrant is in full and final payment of the division of cost between the State and the City of Eugene in connection with State Highway construction in the vicinity of the City's Leaburg hydro project. The work for which this warrant is final payment was done under agreement with the State Highway Commission, the details of which was shown in a letter to the Highway Commission dated August 5, 1929. The $514.87 is also the balance shown due the State by detailed statement from the Highway Commission's office to the Eugene Water Board under date of November 9, 1931.

Now, as stated to you before, this work has all been carried on with satisfaction to the City of Eugene, and from all evidence, to the State Highway Commission also. Since this warrant is in final payment of all this work, we would be pleased to have for our files, a brief statement to that effect from the Highway Commission.

Trusting this will be agreeable to you, I am,

Very sincerely yours,

EUGENE WATER BOARD,

J. W. McArthur

J. W. McArthur,
Supervising Engineer.

JWMcA:P

PR 117 J

STENCIL NO. 124

RECEIVED
NOV 20 1931
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore.E.F.A.P. No. 117-G

Post Office Building,
Portland, Oregon,

November 19, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By L. J. Caufield
L. J. Caufield
Highway Engineer.

P.S. Enclosed also is an approved copy of estimate and specifications upon which the modified project agreement was based.

A4pr8078

Oregon Emergency Federal Aid Project No. 117, Section G.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 19, 1930, by the State Highway Commission of Oregon, and on November 17, 1930, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on February 27, 1931, by the said State Highway Commission, and on March 12, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 117, Section G, now designated as Oregon Emergency Federal Aid Project No. 117, Section G; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section G to provide for the construction of an oil treated crushed rock wearing surface 18 ft. wide and 5/8 of an inch thick over the entire length thereof; and by reason thereof has requested that the estimate of cost approved for said Section G be increased from $131,163.46 to $140,162.01, and that the Federal funds approved and set aside to the credit of said Section G be increased from $80,402.77 to $85,222.16; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be provided to cover the State's

share of the cost of construction, eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section G be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of eighty-five thousand, two hundred twenty-two and 16/100 dollars ($85,222.16) as the share of the United States payable under said act on account of Section G of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

> "(a) By the State, $3,080.00, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (b) of Article III shall read:

> "(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $125,361.50, Federal Aid $76,011.81; one bridge, approved estimate $14,800.50; Federal Aid $9,210.35."

To Article III shall be added paragraph (d) to read:

"(d) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G of said project shall not in any event exceed the sum of eighty-five thousand, two hundred twenty-two and 16/100 dollars ($85,222.16), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty thousand, one hundred sixty-two and 01/100 dollars ($140,162.01), the approved total estimated cost of Section G of said project.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission

of Oregon on the 3rd day of November, 1931,
and the Secretary of Agriculture on the 19th day of
October, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission.

_____
Acting Secretary of Agriculture.

Oregon Emergency Federal Aid Project No. 117, Section G.

31

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between [redacted] and designated in the records of this Department as Emergency Federal Aid Project No. 117-G, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 140,162.01 in lieu of the $80,402.77 approved by Certificate of March 12, 1931, as the total estimated cost of said project, and the sum of $ 85,322.16 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share / percent of said total estimated cost.

Done at the city of Washington, this 19th day of October one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans

Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4529

31

SPECIFICATION FOR OILING OF MACADAM BASE

- - - - - HENDRICKS BRIDGE-DOYLE HILL SECTION - - - - - -

Federal Aid Proj. No. 117-C

1. Description: As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: 18 feet with extra width as required.

3. Size of Aggregates: Grade "B" - 1 inch to $\frac{1}{2}$ inch
   Grade "A" - $\frac{1}{2}$ inch to $\frac{1}{4}$ inch

4. Oil: No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Construction Procedure:

   a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   c. Apply No. 3 oil at a rate of 0.25 gallon per square yard. Temperature of oil at time of application to be not less than 375° F.

   d. Spread Grade "B" Rock, 0.015 cubic yards per square yard. Blade, broom and roll.

   e. After the No. 3 oil has hardened and become dry, make a second application of No. 3 oil, 0.30 gallon per square yard.

   f. Spread Grade "A" Rock, 0.008 cubic yards per square yard. Blade, broom and roll. Continue brooming and rolling until the surfacing is thoroughly compacted, adding additional Grade "A" Rock to take up excess oil, if necessary.

6. Use of Water Spray: The oil distributor shall be equipped with a water tank and water spray bar which will spray water onto the rock just ahead of the hot oil, in an amount equal to about ten per cent of the amount of oil. The water used shall be a soap and water solution

RECOMMENDED
FOR APPROVAL.....
Reg. Hdqtrs. Date..JUL 22 1931

✓

6. Use of Water Spray - Continued

made by mixing one part of soap jelly with nine parts of water, the proportioning being done on a weight basis. The purpose of the soap-water spray is to cause the hot oil to foam, thereby giving a more effective distribution of the oil.

7. Correction of Defects: Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

#1234
Lane Co
PR1179

October 25, 1931

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1234 for the construction of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County, consisting of 9.27 miles of surfacing, has been completed by the contractors, Sarton and Looney, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 2nd, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $89,568.30 including the final payment. Of this amount $62.60 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1234
2 DPL-1

PRR 1178

PORTLAND 104 9-5-30 5M

R. HOWARD BLAND, PRESIDENT.

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1208 PORTER BUILDING

PORTLAND, OREGON.

September 30, 1931.

RECEIVED
OCT 1 1931
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Re: #39-12-1189-30 - Saxton & Looney

The above bond executed November 10th, 1930, covers contract for surfacing 9.27 miles of Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County, Oregon.

We enclose our form inquiry which we kindly ask you to complete and return to us as promptly as possible showing the present status of this contract.

Thanking you for your early attention to this matter, we remain,

Yours very truly,

C. O. Price

Manager.

CS-

Pd. to date $87,246.04

Pt'l. $2,302.26

Aug. 1st.

September 14, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We find that in preparing the revised estimate for the Hendricks Bridge-Doyle Hill Section, Project No. 117-G, that by an oversight the Federal Aid requested on the Walterville Canal Bridge was not included in the summary. We have accordingly rewritten Sheet No. 2 of the estimate and are enclosing herewith six copies of this sheet. Please substitute these copies for those which are in the copies of the estimate which were sent to you Saturday.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

[illegible]/ER.

encl.

Oiling Hagaden Pass

70,000 sq. yds.	Oiling (State Forces)	$ 0.08	$ 5,600.00
	10% Engr. & Cont.		$ 5,600.00 560.00
	Total, Oiling		$ 6,160.00
	Sub-total, Roadway		$115,966.80
	10% Engr. & Cont.		11,596.80
	Total, Roadway - - - - -		$126,561.51

Walterville Canal Bridge (Low Bid Prices)

150 cu. yds.	Excavation	$8.00	$ 1,170.00
15 " "	Excavation below plans	10.00	150.00
280 " "	Class "A" Concrete	20.00	5,600.00
115 " "	Class "B" Concrete	19.00	2,185.00
70,000 pounds.	Metal Reinforcement	0.04	2,800.00
310 lin. ft.	Concrete Handrail	5.00	1,550.00
	Sub-total, Bridge		$ 13,455.00
	10% Engr. & Cont.		1,345.00
	Total, Bridge		$ 14,800.00

Gross Length	9.737 Miles
Length of non-participating roadway	3.082 "
Length of One Bridge	.028 "
Net Length of Participating Roadway	6.627 "
Cost per mile, Roadway	$18,918.78

Summary

Item	Total Cost	Federal Aid	Emergency Funds	State Funds
Grading	$88,565.56	$42,667.10	$ - -	$23,896.46
Surfacing	30,637.95	30,264.71 (89.706+%)	- -	30,371.24
Oiling	6,160.00	5,080.00	5,080.00	- -
	$125,361.51	$78,011.81	$ 5,080.00	$46,269.70
Walterville Br.	14,800.00	9,230.55	$ - -	$ 5,569.15
Total, all work	$140,161.01	$85,222.16	$ 5,080.00	$51,838.85

State funds for construction: Chapter 175, Laws 1917: Chapter 51, Laws 1929.

State funds for Maintenance: Chapter 41, Laws 1927.

September 12, 1951.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement, covering the Hendricks Bridge-Doyle Hill Section, Emergency Project No. 117-C. This estimate has been prepared for the purpose of requesting emergency funds for the State's share of cost of oiling the macadam base. The estimated unit price for the proposed oiling work does not include the cost of equipment rental. The aggregate used for this work has been included under the surfacing estimate, and only Federal Aid funds are being requested for that item.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. NASH,
Asst. Office Engineer.

JWN:ER

encl.

Oregon State Highway Department — Project No. 117-A

McKENZIE BRIDGE-DOYLE HILL SECTION

OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement)

Salem, Oregon, Sept. 11, 1931.

Grading (Low Bid Prices)

All Required		Clearing and Grubbing		$ [illegible]
105,000	cu. yds.	Common Excavation	$ 0.26	26,936.00
11,000	" "	Solid Rock Excavation	0.80	[illegible]
101,000	yd. sta.	Overhaul	0.02	2,020.00
[illegible]	yd. mi.	Truck Haul	0.20	[illegible]
240	cu. yds.	Class "A" Concrete	25.00	[illegible]
21,000	pounds	Metal Reinforcement	0.08	[illegible]
240	lin. ft.	12" Concrete Pipe	1.10	[illegible]
1,300	" "	18" Concrete Pipe	2.10	[illegible]
160	" "	24" Concrete Pipe	2.70	[illegible]
200	" "	30" Concrete Pipe	4.30	[illegible]
100	" "	36" Concrete Pipe	6.30	[illegible]
50	" "	36" Corr. Galv. Iron Pipe	3.00	[illegible]
		Sub-total, Grading		[illegible]
		10% Engr. and Cont.		[illegible]
		Total, Grading		$68,561.86

Surfacing (2nd Low Bid Prices)

15,200	cu. yds.	Base Materials	$ 0.85	$11,220.00
7,700	" "	Top Materials	1.70	13,090.00
1,350	" "	Key Materials	1.85	2,497.50
1,830	" "	Screenings	1.85	3,472.50
700	M-Gals	Sprinkling	2.50	1,750.00
1,070	cu. yds.	Filler	0.30	321.00
2,140	" "	Filler Haul	0.20	428.00
71,500	yd. mi.	Hauling Surfacing Material (Truck Measure)	0.15	10,725.00
1,050	cu. yds.	1" – ½" Matls. in Stock Pile	1.25	1,312.50
580	" "	½" – ¼" " " " "	1.35	756.00
3,200	yd. mi.	Hauling Broken Stone (Pile Meas.)	0.16	[illegible]
		Sub-total, Surfacing		$46,034.50
		10% Engr. & Cont.		[illegible]
		Total, Surfacing		$50,637.85

Oiling Roadway Mats

[illegible] sq. yds.	Oiling (State Forces)	$ 0.08	$ 5,000.00
			$ 5,000.00
	10% Engr. & Cont.		500.00
	Total, Oiling		$ 6,160.00
	Sub-total, Roadway		$115,985.00
	10% Engr. & Cont.		11,576.80
	Total, Roadway.....		$125,561.51

Halterville Canal Bridge (Low Bid Prices)

150 cu. yds.	Excavation	$8.00	$ 1,170.00
15 " "	Excavation below plans	10.00	150.00
260 " "	Class "A" Concrete	20.00	5,200.00
115 " "	Class "D" Concrete	19.00	2,185.00
70,000 pounds	Metal Reinforcement	0.04	2,800.00
310 lin. ft.	Concrete Handrail	5.00	1,550.00
	Sub-total, Bridge		$ 15,055.00
	10% Engr. and Cont.		1,545.80
	Total, Bridge		$ 14,800.80

Gross Length 9.737 Miles
Length of non-participating roadway 3.082 Miles

Length of One Bridge .028 "

Net Length of Participating Roadway 6.627 "

Cost per mile, Roadway $18,916.78

SUMMARY

Item	Total Cost	Federal Aid		Emergency Funds	State Funds
Oiling	$68,563.50	$42,667.10		$ --	$25,896.48
Surfacing	50,837.95	30,264.71	(59.760+%)	--	18,573.24
Oiling	6,160.00	3,080.00		3,080.00	--
	$125,561.51	$76,011.81		$3,080.00	$44,269.70

State funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

NON-PARTICIPATING WORK (Sta. 764+04 = 8+39 to Sta. 143+38.2 = 911+83.2)

Grading

All Required	Clearing and Grubbing		$ 2,218.40
38,400 cu. yds.	Common Excavation	$ 0.28	9,984.00
1,000 yd. stn.	Overhaul	0.02	20.00
20,400 yd. mi.	Truck Haul	0.20	6,080.00
60 lin. ft.	12" Concrete Pipe	1.10	66.00
90 lin. ft.	24" Concrete Pipe	1.70	243.00
50 lin. ft.	30" Concrete Pipe	4.50	225.00
			$18,854.40

Surfacing

3,300 cu. yds.	Base Materials	$0.85	$ 4,305.00
3,100 " "	Top Materials	1.70	5,270.00
550 " "	Key Materials	1.85	1,017.50
750 " "	Screenings	1.85	1,387.50
300 M-Gals.	Sprinkling	2.50	750.00
450 cu. yds.	Filler	0.30	135.00
8,600 yd. mi.	Filler Haul	0.20	172.00
28,500 " "	Hauling Broken Stone (Truck Measure)	0.15	4,275.00
			$17,306.00

Total $36,160.40

#1196
20PL

September 2, 1951

117-B

Metropolitan Casualty Insurance Co.,
Douglas E. Tate, Agent,
Wilcox Bldg.,
Portland, Oregon.

Gentlemen:

We hand you herewith copy of notice of claim filed on September 1, 1951, in the office of the Secretary of State, by H. D. Locke against Earl L. McNutt for materials furnished him in connection with the grading of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County--State Highway Contract No. 1196.

This is for your information as you appear as surety on Mr. McNutt's bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

CC Earl L. McNutt
Eugene, Oregon

September 2, 1931

Mr. Hal E. Hoss,
Secretary of State,
Capitol Building.

Attention of Keith Libby.

Dear Sir:

This will acknowledge receipt of your letter of September 1, enclosing copies of notice of claim filed by M. D. Locke against Earl McHatt for materials furnished him in the sum of $415.50 in connection with the grading of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County--State Highway Contract No. 1198.

We are today forwarding a copy of the notice to the contractor, Mr. McHatt, and also a copy to his surety, the Metropolitan Casualty Insurance Company.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

...y of State

STATE OF OREGON
Department of State
SALEM

C. N. LAUGHEAD,
Deputy Secretary

September 1, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by M. D. Locke for trucking materials furnished in the sum of $415.30 against the bond taken from Earl McNutt, principal, and the Metropolitan Casualty Insurance Company, surety, in connection with the construction of the Doyle Hill McKenzie Bridge section of the McKenzie Highway in Lane County.

We are enclosing herewith for your information and files, a certified copy of this notice, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

HAL E. HOSS,

Secretary of State.

HM

By Edith Libby

Wapinitia Ore

Aug 28 - 31

Hal Hoss

Sec of State

Salem Ore

Dear Sir:-

Notice is hereby given that the undersigned M. D.Locke has a claim for truck labor against Earl McButt contractor and The Metropolitan Casualty Insurance Co bondsmen for Carl McButt contractor for the sum of $415.80 for trucking materials used on the Doyle Hill McKenzie Bridge section of the McKenzie Highway Lane Co State of Oregon and wish you to please make record of this claim

Yours truly,

M. D. Locke

Wapinitia

Ore

Endorsed: File No. 1007
Filed September 1, 1931
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by M. D. Locke for trucking materials furnished in the sum of $415.30 against the bond taken from Earl McNutt, principal, and the Metropolitan Casualty Insurance Company, surety, in connection with the construction of the Doyle Hill McKenzie Bridge section of the McKenzie Highway in Lane County, with the original notice filed in the office of the Secretary of State on September 1, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 1st day of September, A. D. 1931.

Hal E Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by M. D. Locke for trucking materials furnished in the sum of $415.30 against the bond taken from Earl McNutt, principal, and the Metropolitan Casualty Insurance Company, surety, in connection with the construction of the Doyle Hill McKenzie Bridge section of the McKenzie Highway in Lane County, with the original notice filed in the office of the Secretary of State on September 1, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 1st day of September, A. D. 1931.

Hal E Hoss

Secretary of State

#1196
Lane Co

August 25, 1931

Mr. H. D. Lacke,
Wapinitia,
Oregon.

pR 117 b

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 18th inst., in which you advise us of your claim in the sum of $415.50 against Earl L. McNutt, being for services rendered Mr. McNutt in connection with the contract awarded to him by the State Highway Commission for the grading of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County.

The contract to which you refer is State Highway Contract No. 1196. In connection with this contract, Mr. McNutt furnished the State with a surety bond for the protection of claims incurred against the project. This bond was written by the Metropolitan Casualty Insurance Company of New York, for whom Douglas R. Tate is the local agent, with offices in the Wilcox Building, Portland, Oregon.

We suggest that you file notice of your claim with the agent for the bonding company, and also file notice with the Secretary of State in conformance with the provisions of Section 2391, Oregon Laws for 1920, a mimeographed copy of which we enclose.

In the meantime, we are calling this matter to the attention of Mr. McNutt and the surety on his bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

August 25, 1951

Metropolitan Casualty Insurance Co.,
Douglas R. Tate, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

Attached hereto is a copy of a letter and statement that we have received from M. D. Locke of Wapinitia, concerning his claim against Earl L. McButt in the sum of $415.80 for services rendered Mr. McButt in connection with his contract for the grading of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County.

We give you this information as you appear as surety on the bond furnished by Mr. McButt in this instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

CC Earl L. McButt
351g E. Broadway,
Eugene, Oregon

#1196

Waponitia Oe
Aug 18 - 1931

117-J

Oregon State Highway Com
Salem
Oe

Gentlemen:-

on account of not being able to effect a Settlement for Labor done on the Doyle Hill McKenzie Bridge section of the McKenzie Highway I here with file Claim against Earl McNutt and Contractors Bondsmen etc for the Steinyer account which is enclosed With This letter. for the amount of $415.30. am sending Mr Earl McNutt a copy of this Claim This account is long past due and must needed by the Claimant. yours Truly

M D Locke
Waponitia
Oe

ANSWERED
H. B. G.

NOTED
E. A. COLLIER

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REPORT — July 18 — 1931

Location Boyle Hill McBuddy Section
McKenzie Highway

STATION	TICKET NO.	CUBIC YARDS	ZONE	UNIT PRICE	AMOUNT
2 to 3½ tons Hauling					
520 Loads.					
Average 4 mile haul					
Average 3 yd to load					
Price 18¢ yd mile					#
Total Price for hauling					1123.20
Credit by Cash		582.25			
Credit by Tax		117.20			
Credit by Trees		3.00			
Credit by Oil		4.95			
Credit by Bulls		.50			
Total Credits					# 707.90
Balance due					# 415.30

P-617 TOTAL

GAS _____ GALS. SIGNED M.O. Locke

OIL _____ QTS. TIME _____ HRS.

TRUCK NO. _____

REMARKS: _____

NT

EPORT 117-J

g. 1, 1931

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25, to Aug. 1

k 204 , Eugene

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NOTED
E. A. COLLETT

D. Libby

gr.

Form 30—F-20136—6M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

117-J

Date Aug. 1, 1931, 193...

Job name Hendrick's Bridge - Doyle Hill

Week from July 25, to Aug. 1

Mail address Box 204, Eugene

Highway McKenzie

Telegraph or telephone address

County Lane Job prefix 20 PL- 2

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor completed oil rock on Thursday and on Friday cleaned out the bunkers and today is cleaning up filler pits, sloping banks, etc.

On account of the oiling crew using a large percentage of the 1 to ½ material it was decided to run out 100 yards more of this class and also to cut the ½ to ¼ a little short. This was done on Thursday.

I am using the rock checkers in the office rechecking the ticket books for the final estimate.

I remeasured all piles ~~to be remeasured~~ on Friday.

NOTED
E. A. COLLETT

(See back of this sheet for instructions and detailed information)

Signed A B Libby

Title Res. ~~Engr.~~

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 9.37

Miles completed 9.37

Miles partially done 0

Total cubic yards in project 40,000

Cubic yards produced to date 40,000

Average daily yardage produced this week 50

Average daily yardage necessary to complete on time 10

Contractor's average force for week ..... *men,*

..... *teams,* ..... 1 *trucks*

Project will be completed about ..... Aug. 1, 1931

Number of men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 1179.

June 17, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In line with previous conversations, we are now requesting federal aid in connection with an oil treatment of the surfacing which is being constructed on the Hendricks Bridge-Doyle Hill Section, Federal Aid Project 117-G. Specifications, revised estimate of cost and cost analysis are being enclosed herewith. Blueprints of a revised typical cross-section sheet are being sent under separate cover.

We will appreciate your early consideration of this request, as we desire to commence the oiling operations at the earliest possible time.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

Oregon State Highway Department — Project No. 119-G

[illegible] BRIDGE-LOYLE HILL SECTION
OF THE McKENZIE HIGHWAY IN LANE COUNTY
(Estimate on basis for modified agreement)

Salem, Oregon, June 11, 1931.

Grading (Low Bid Prices)

All Required		Clearing and Grubbing		$ 5,625.51
103,600	cu. yds.	Common Excavation	$ 0.26	26,936.00
11,000	cu. yds.	Solid Rock Excavation	0.80	8,800.00
101,000	yd. sta.	Overhaul	0.02	2,020.00
29,600	yd. mi.	Truck Haul	0.20	5,920.00
240	cu. yds.	Class "A" Concrete	25.00	6,000.00
21,000	pounds	Metal Reinforcement	0.05	1,050.00
240	lin. ft.	12" Concrete Pipe	1.10	264.00
1,500	lin. ft.	18" Concrete Pipe	2.10	3,150.00
160	lin. ft.	24" Concrete Pipe	2.70	432.00
300	lin. ft.	30" Concrete Pipe	4.50	1,305.00
100	lin. ft.	36" Concrete Pipe	6.50	650.00
30	lin. ft.	36" Corr. Galv. Iron Pipe	6.00	180.00
		Sub-total, Grading		$48,330.51
		10% Engr. and Cont.		[illegible]
		Total, Grading		$[illegible]

Surfacing (And Low Bid Prices)

70,000	sq. yds.	Oiling (State Forces)	$0.14	$ 9,800.00
15,200	cu. yds.	Base Materials	$0.85	$11,280.00
7,700	cu. yds.	Top Materials	1.70	13,090.00
1,350	cu. yds.	Key Materials	1.85	2,497.50
1,850	cu. yds.	Screenings	1.85	3,422.50
700	M-Gals	Sprinkling	2.50	1,750.00
1,070	cu. yds.	Filler	0.30	321.00
2,140	cu. yds.	Filler Haul	0.20	428.00
71,500	yd. mi.	Hauling Surfacing Material (Truck Measure)	0.15	10,725.00
		Sub-total, Surfacing		$53,254.00
		10% Engr. and Cont.		[illegible]
		Total, Surfacing		$58,579.40
		Sub-total, Roadway		$[illegible]
		10% Engr. and Cont.		[illegible]
		Total, Roadway		$127,148.96

Valleyville Canal Bridge (Low Bid Prices)

[illegible]	cu. yds.	Excavation	$0.00	$ 1,170.00
13	cu. yds.	Excavation below plane	10.00	130.00
[illegible]	cu. yds.	Class "A" Concrete	[illegible]	[illegible]
[illegible]	cu. yds.	Class "B" Concrete	19.00	[illegible]
70,000	pounds	Metal Reinforcement	[illegible]	[illegible]
[illegible]	lin. ft.	Concrete Handrail	[illegible]	[illegible]
[illegible]				
[illegible]	cu. yds.			
[illegible]	yd. mi.			
[illegible]	yd. mi.			
		Sub-total, Bridge		$ 15,[illegible]
		10% Engr. and Cont.		[illegible]
		Total, Bridge		$ 16,[illegible]

Gross Length 9.737 Miles
Length of non-participating roadway 3.082 "
Length of One Bridge .028 "
Net Length of participating Roadway 6.627 "
Cost per mile, Roadway $19,185.59

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Grading	$ 60,568.56	$ 42,667.10 (62.22%)	$ 25,896.46
Surfacing	58,579.40	35,253.71 (60.14+%)	23,345.69
Totals (Roadway)	$137,148.96	$ 77,920.81 (61.270+%)	$ 49,242.15
One Bridge	14,800.50	9,210.35 (62.23%)	5,590.15
	$141,943.46	$ 87,111.16	$ 54,832.30

State funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

NON-PARTICIPATING WORK (Sta. 764/04 & 3/39 to Sta. 141/36.2 & 911/23.8)

Grading

All Required		Clearing and Grubbing		$ 2,216.48
38,400	cu. yds.	Common Excavation	$0.26	9,984.00
1,000	yd. sts.	Overhaul	0.02	20.00
30,400	yd. mi.	Truck Haul	0.20	6,080.00
60	lin. ft.	12" Concrete Pipe	1.10	66.00
90	lin. ft.	24" Concrete Pipe	2.70	243.00
50	lin. ft.	30" Concrete Pipe	4.80	240.00
				$18,854.48

ESTIMATE

Surfacing

5,800	cu. yds.	Base Materials	$0.85	$4,930.00
3,100	cu. yds.	Top Materials	1.70	5,270.00
550	cu. yds.	Key Materials	1.85	1,017.50
750	cu. yds.	Screenings	1.05	1,387.50
300	M-Gals.	Sprinkling	2.50	750.00
480	cu. yds.	Filler	0.30	120.00
8,000	yd. mi.	Filler Haul	0.20	172.00
28,000	yd. mi.	Hauling Broken Stone (Truck Measure)	0.15	4,275.00
				$17,906.00
		TOTAL		$24,240.40

HENDRICKS BRIDGE-DOYLE HILL SECTION

Project No. 119-G

(Estimated costs of oiling macadam base by State Forces)

1. **No. 3 Oil**

Source,	California Bay Districts	
Point of Delivery,	Springfield	
Cost at Source,		$10.50 per ton
Freight		6.60 " "
Total		$17.10 per ton, or $.078 per gal.

Estimated cost of oil per sq. yd. 0.55 gal. at $.078 - - - - - - - - $.060

2. **Production and Stock Piling of Aggregate** (Contract 1234)

1" - 1/2" Matls. in Stock Pile	$1.35
1/2" - 1/4" " " " "	1.35
Hauling Broken Stone (Mile Measure)	0.16

Cost of Aggregate per square yard:

.015 cu. yds.	1" - 1/2"	Matls. at $1.35	$.019
.008 " "	1/2" - 1/4"	" " 1.35	.011
.045 yd. mi.	Haul	(Adv. haul approximately 2 mi. at $0.16	.007

Total cost of aggregate per sq. yd. - - - - - - $.037

3. **Labor, Equipment and Supplies**

As per attached statement, $649.75 per day
Estimated daily run, 10,000 sq. yds.
Estimated cost per sq. yd. - $.065

Total estimated cost per sq. yd. - - - - - - - - - - - - - - - - - $.142

(Use) $.14

DAILY COST OF OILING CREW

EQUIPMENT

1	Oil Distributor	at	$25.00	per day	$25.00
1	Tender Truck	"	20.00	"	20.00
3	Tender Truck Trailers	"	5.00	"	15.00
1	Boiler (2 shifts)	"	5.00	"	10.00
1	Retort (2 shifts)	"	11.00	"	22.00
1	Fuel Tank Trailer	"	2.50	"	2.50
1	Water Tank Trailer	"	2.25	"	2.25
2	Motor Graders	"	5.25	"	10.50
2	10-ton Gas Rollers	"	10.00	"	20.00
5	Dump Trucks	"	11.00	"	55.00
3	Light Trucks	"	2.50	"	7.50
2	Ford Cars	"	1.25	"	2.50
2	Sweepers	"	5.00	"	10.00
2	Tractors	"	3.50	"	7.00
2	Loaders	"	15.00	"	30.00
1	Flat Bed 10-ton Trailer	"	10.00	"	10.00
			Total		$244.25

SUPPLIES

Gasoline, Oil and Grease	$100.00	per day
Fuel for Boiler and Retort	15.00	"
Total		$115.00

LABOR

1	Superintendent	at	$10.00	per day	$10.00
1	Foreman	"	8.00	"	8.00
1	Timekeeper	"	5.00	"	5.00
1	Retort Operator	"	8.00	"	8.00
2	Boiler Operators	"	7.00	"	14.00
1	Watchman	"	4.00	"	4.00
1	Mechanic	"	7.00	"	7.00
2	Loader Operators	"	8.00	"	16.00
2	Pitmen	"	5.00	"	10.00
2	Tractor Drivers	"	6.00	"	12.00
1	Pilot Car Driver	"	5.00	"	5.00
8	Truck Drivers	"	6.00	"	48.00
2	Rollermen	"	7.50	"	15.00
1	Oil Truck Driver	"	7.00	"	7.00
1	Leverman	"	6.50	"	6.50
1	Tender Truck Driver	"	6.00	"	6.00
2	Grader Operators	"	7.00	"	14.00
2	Flagmen	"	5.00	"	10.00
17	Laborers	"	5.00	"	85.00
			Total		$290.50

Total for Equipment, Labor and Supplies $649.75

STATE OF OREGON

HIGHWAY DEPARTMENT

STANDARD RENTAL SCHEDULE FOR OILING EQUIPMENT

Cars	Average Cost	Av. Yrs. Life	Days Worked per Year	Depreciation	Tires Overhaul & Repairs	Rental Rate
Fords & Chevrolets	$ 700	3	300	$0.75	$0.50	$1.25
Trucks						
Fords & Chevrolets	1000	3	220	1.50	1.00	2.50
2 Ton F.W.D.	4300	5	200	4.30	3.20	7.50
3-1/2 Ton F.W.D.	6300	5	170	7.50	5.00	12.50
3-1/2 Ton Dump Trucks, Federals, etc.	4600	4	150	7.50	3.50	11.00
Oil Tenders; Liberty	8000	5	140	12.00	8.00	20.00
Oilers F.W.D. 6 Ton	10500	6	120	14.50	10.50	25.00
Water Tank	5000	5	200	5.00	3.00	8.00
Tractors						
Fordson	1300	5	155	1.70	1.30	3.00
McCormick-Deering	1450	5	160	1.80	1.70	3.50
60-Caterpillar	5800	4	160	9.00	6.00	15.00
Graders						
All Makes 10' Moldboard	1400	4	200	1.75	0.25	2.00
All Makes 12' Moldboard	2000	4	200	2.50	1.00	3.50
Adams 8' Scarifier	2000	4	200	2.50	1.00	3.50
All Makes Motorized Units without power	1400	4	200	1.75	0.50	2.25
Trailers						
Flat Bed 6 Ton Drop Frame	1300	7	50	3.75	2.75	6.50
" " 10 " " "	2000	7	50	5.75	4.25	10.00
Water Tank	900	7	100	1.25	1.00	2.25
Fuel Tank Insulated	1000	7	100	1.50	1.00	2.50
Oil Tank Insulated Tender	1700	7	100	2.50	2.50	5.00
Miscellaneous Equipment						
Boilers 20 H.P. Portable	2700	5	160	3.40	1.60	5.00
Retort Portable	2800	4	120	6.00	5.00	11.00
Loaders Mogul	4800	5	100	9.50	5.50	15.00
Loaders Special	2500	5	70	7.00	3.00	10.00
Shovel 1/4-3/8 yards	5400	3	160	11.25	3.75	15.00
" 1/2 yard	8200	4	160	12.75	4.75	17.50
Sweepers	900	5	60	3.00	2.00	5.00
Rollers 10 Ton Gas	4300	5	120	7.50	2.50	10.00
" 6 " "	3000	5	120	5.00	2.50	7.50
Disc Harrow	150	1	100	1.50	0.50	2.00

SPECIFICATION FOR OILING OF MACADAM BASE

---- HENDRICKS BRIDGE-DOYLE HILL SECTION ----

Federal Aid Proj. No. 117-G

1. Description: As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: 18 feet with extra width as required.

3. Size of Aggregates: Grade "B" - 1 inch to ½ inch
   Grade "A" - ½ inch to ¼ inch

4. Oil: No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Construction Procedure:

   a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   c. Apply No. 3 oil at a rate of 0.25 gallon per square yard. Temperature of oil at time of application to be not less than 375° F.

   d. Spread Grade "B" Rock, 0.015 cubic yards per square yard. Blade, broom and roll.

   e. After the No. 3 oil has hardened and become dry, make a second application of No. 3 oil, 0.30 gallon per square yard.

   f. Spread Grade "A" Rock, 0.008 cubic yards per square yard. Blade, broom and roll. Continue brooming and rolling until the surfacing is thoroughly compacted, adding additional Grade "A" Rock to take up excess oil, if necessary.

6. Use of Water Spray: The oil distributor shall be equipped with a water tank and water spray bar which will spray water onto the rock just ahead of the hot oil, in an amount equal to about ten per cent of the amount of oil. The water used shall be a soap and water solution

6. Use of Water Spray - Continued

made by mixing one part of soap jelly with nine parts of water, the proportioning being done on a weight basis. The purpose of the soap-water spray is to cause the hot oil to foam, thereby giving a more effective distribution of the oil.

7. Correction of Defects: Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

FORM 8-A-1 P-81388 4000 4-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 12, 1931

IN REPLY PLEASE REFER TO FILE NO.
20 PL

Mr. R. A. Klein
O f f i c e

Dear Sir:

Final estimate for grading the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway shows an increase of $25,231.73 over the contract price. This increase is largely due to increased quantities of gravel topping on which an increased haul was necessary, because suitable sized gravel bars could not be located on the upper half of the job.

During the grading, the part done by tractors developed a higher shrinkage factor than had been estimated, which was due to better compaction of material by the tractor. Blue tops were set five tenths above grade and gravel topping used to bring the grade up to this elevation. This meant placing six inches compact instead of six inches loose. The result is that 38,208 cubic yards of gravel topping were placed on the road instead of the 20,000 yards in the preliminary estimate, an increase of $4,734.08.

The gravel pit at the Deerhorn Schoolhouse near the middle of the job proved quite satisfactory, and thorough search by the resident engineer and myself on the east half of the job failed to discover gravel small enough in size to be suitable for gravel topping so that it was necessary to haul some of this material as much as 4½ miles. We had estimated average one-mile haul, expecting to find gravel along the east half as had been done on the west half of the job. Added quantities of gravel topping, plus added distance in haul increased the truck haul for gravel topping from 20,000 yard miles to 91,375 yard miles, or $14,275.00.

Solid rock was uncovered at one location where none had been estimated, and at O'Brien Point more solid was encountered and there was considerable overbreak on account of the blocking nature of the rock. The increase on the solid rock amounted to $3,356.00.

As soon as grading operations were started on the first cut east of Leaburg Power House, a heavy flow of water from the Eugene Canal developed and it was decided to raise the grade three feet at this point with borrowed material. The City of Eugene also requested that we do not cut down in front of their timber crib, fearing that it might start a slide in the canal bank, and to avoid making a cut

here, it was necessary to fill up sags in in the grade line with borrow. These two changes at the Power House cost us $1,278.30.

A more careful search for gravel prior to letting this contract would have shown that no suitable gravel was available on the east half of the job. Had the blue tops been set four tenths above profile grade instead of five tenths, the quantities for the final would have been much nearer the estimated quantities, based on six inches of loose gravel. However, it was necessary to comb out a considerable amount of oversize gravel, and I believe all the gravel placed on the road is well worth the cost. Placing of gravel topping permitted the surfacing contractor to proceed with his work this winter and has resulted in securing an excellent stable subgrade.

I intend to keep a closer check on this matter of over-run and will advise you in advance where any over-run of similar magnitude is likely to occur, so that the job can be curtailed or the over-run at least will be expected.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF

#1196

May 11, 1931

PR 1178.

Metropolitan Casualty Insurance Company,
Douglas R. Tate, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1196 for the construction of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County, consisting of 9.27 miles of grading, has been completed by the contractor, Earl L. McHutt, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 21st, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is being served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of thisletter.

For your information we wish to advise that the total amount paid the above contractor on this contract and which will include the final payment will be $206,398.75. Of this amount $364.20 was for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1234

R. HOWARD BLAND, PRESIDENT

CAPITAL PAID IN CASH $10,000,000

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1208 PORTER BUILDING

PORTLAND, OREGON

PF 117 J.

April 27th, 1931.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Re: #39-12-1189-30 - Saxton & Looney

The above bond executed November 10th, 1930, covers contract for surfacing 9.27 miles of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County, Oregon.

We enclose our form inquiry which we kindly ask you to complete and return to us as promptly as possible showing the present status of this contract.

Thanking you for your early attention to this matter, we remain,

Yours very truly,

C. O. Price
Manager.

CS-

Old to Gov. 15- $39,637.28
Returned $5,95X.00 Fact. $62.60
Est. #5
55 1/2

PORTLAND 104

Agpv 8078

Oregon Federal Aid Project No. 117, Section G.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 19, 1930, by the State Highway Commission of Oregon, and on November 17, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 117, Section G; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section G to provide for the construction of a waterbound crushed stone macadam surfacing over the entire length thereof; and by reason thereof has requested that the estimate of cost approved for said Section G be increased from $83,364.06 to $131,163.46, and that the Federal funds approved and set aside to the credit of said Section G be increased from $51,877.45 to $80,402.77:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section G be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of eighty thousand, four hundred two and 77/100 dollars ($80,402.77) as the share of the United States payable under said act on account of Section 8 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (b) of Article III shall read:

"(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $116,362.96, Federal Aid $71,192.42; one bridge, approved estimate $14,800.50, Federal Aid $9,210.35."

Paragraph (c) of Article III shall read:

"(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project a satisfactory higher type of surfacing that will adequately meet the traffic needs and conditions thereon."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 8 of said project shall not in any event exceed the sum of eighty thousand, four hundred two and 77/100 dollars ($80,402.77), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty-one thousand, one hundred sixty-three and 46/100 dollars ($131,163.46), the approved total estimated cost of Section 8 of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 27th day of February, 1931, and the Secretary of Agriculture on the 12th day of March, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 117, Section G.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 613+97.2, at the east end of Section A of said project, in the S.E.¼ of Sec. 29, T.17 S., R.1 W., W.M., and survey station 1135+00 in the S.E.¼ of Sec. 2, T.17 S., R.1 E., W.M. (excepting therefrom those portions between survey stations 3+39.0 and 141+36.2, and stations 1113+20 and 1135+00) locally known as the Hendrick's Bridge-Doyle Hill Section of the McKenzie Highway between Eugene and McKenzie Bridge, Lane County, and designated in the records of this Department as Project No. 117 Section C of, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $131,163.46 in lieu of the $51,877.45 approved by Certificate of November 17, 1930 Section C of as the total estimated cost of said project, and the sum of $50,402.77 authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ per cent of said total estimated cost.

Done at the city of Washington, this 12th day of March one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4829

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

117-G

February 13, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of modification of agreement for Oregon Federal Aid Project No. 117-G.

The enclosed agreement contains a clause requiring such supplemental surfacing construction as may be necessary within a reasonable time. As the contract calls for the stock-piling of aggregate suitable for multiple lift construction, we assume that such a clause will be satisfactory to you.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

Hendricks Bridge - Dayton Hill

#1237
20 PGS
PR 1178

February 18, 1931

General Petroleum Corporation of Cal.
Woodlark Building
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your letter of February 11th in which you make inquiry concerning Saxton & Looney, contractors. Please be advised that the above firm has state highway contract #1234, which is for the surfacing of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County.

This work consists of 9.27 miles of surfacing. The amount of the contract is $79,440.00 and the completion date is June 30, 1931. The bond in connection with this contract was furnished by the United States Fidelity & Guaranty Company, for whom C. O. Price, Porter Building, Portland, Oregon, is resident agent. The amount of the bond is $50,000.00.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:W

#1234

ERAL PETROLEUM CORPORATION
OF CALIFORNIA

WOOD-LARK BUILDING - 367 ALDER STREET

PORTLAND, OREGON

February 11, 1931.

RECEIVED
FEB 13
OREGON
STATE HIGHWAY COMM

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. Glaisyer,

Gentlemen:

The firm of Saxton & Looney , Jefferson, Oregon, we understand, has been awarded a road contract on the MacKenzie Highway.

We are desirous of securing the job number, amount of contract, the time that job should be completed; and also, name of bonding company with whom they are bonded.

Enclosed is self-addressed, stamped envelope.

Yours very truly,

Chas. A. Cronn

DIVISION CREDIT MANAGER.

H: Chas. A. Cronn.

Cont. Amt. $9,440.00

PR 117B

February 9, 1931

County Court of Lane County

Eugene, Oregon

Gentlemen:

Re hand to you herewith certified copies of the following contracts:

Contract #1228 for the construction of bridges over Hatchery, Vine & Imlay Creeks on the McKenzie Highway near Vida.

Contract #1230 for the construction of six bridges on the Tom Kile-China Creek Section of the Roosevelt Coast Highway near Reedsport.

Contract #1232 for the grading of the Doyle Hill-Coto Creek Section of the McKenzie Highway.

Contract #1233 for the grading of the Lincoln County Line-China Creek Section of the Roosevelt Coast Highway. North Unit.

Contract #1233 for the grading of the Lincoln County Line-China Creek Section of the Roosevelt Coast Highway. South Unit.

Contract #1234 for the surfacing of the Kentrick-Bridge-Doyle Hill Section of the McKenzie Highway.

These certified copies of the above contracts are being sent you as you are cooperating in the cost of their construction.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

Encl.
Inc.

PB 117-G

January 19, 1931.

Mr. W. S. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement for the Hendricks Bridge-Doyle Hill Section, Project No. 117-G.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

encl.

Oregon State Highway Department — Project No. 117-G

[illegible] BRIDGE-DOGAS HILL SECTION

OF THE [illegible] HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, Jan. 16th, 1931.

Grading (Low bid prices)

All Required	Clearing and Grubbing			$ 5,825.51
105,800 cu. yds.	Common Excavation	$ 0.26		24,930.00
11,000 cu. yds.	Solid Rock Excavation	0.80		8,800.00
101,000 yd. sta.	Overhaul	0.02		2,020.00
22,800 yd. mi.	Truck Haul	0.20		5,910.00
240 cu. yds.	Class "A" Concrete	25.00		6,000.00
21,000 lbs.	Metal Reinforcement	0.05		1,050.00
240 lin. ft.	12" Concrete Pipe	1.10		264.00
1,500 lin. ft.	18" Concrete Pipe	2.10		3,150.00
180 lin. ft.	24" Concrete Pipe	2.70		432.00
290 lin. ft.	30" Concrete Pipe	4.50		1,305.00
100 lin. ft.	36" Concrete Pipe	6.50		650.00
50 lin. ft.	25" Corr. Galv. Iron Pipe	6.00		180.00
	Sub-total, Grading			$62,850.51
	10% Engr. and Cont.			6,285.05
	Total, Grading			$69,135.56

Surfacing (2nd low bid prices)

13,200 cu. yds.	Base Materials	0.85	11,220.00
9,700 cu. yds.	Top Materials	1.70	16,490.00
1,380 cu. yds.	Key Materials	1.85	2,497.30
1,850 cu. yds.	Screenings	1.65	1,482.50
700 M-Gals.	Sprinkling	2.50	1,750.00
1,070 cu. yds.	Filler	0.30	321.00
2,140 cu. yds.	Filler Haul	0.20	428.00
71,500 yds. mi.	Hauling Surfacing Mat'l. (Truck Measure)	0.15	10,725.00
	Sub-total, Surfacing		$45,454.00
	10% Engr. and Cont.		4,545.40
	Total, Surfacing		$47,799.40
	Sub-total		$105,784.11
	10% Engr. & Cont.		10,578.45
	Total (Roadway)		$116,362.96

Bakersville Canal Bridge (Low bid prices)

250 cu. yds.	Excavation	$ 4.00	$ 1,170.00
15 cu. yds.	Excavation below plans	10.00	150.00
300 cu. yds.	Class "A" Concrete	20.00	6,000.00
115 cu. yds.	Class "B" Concrete	19.00	2,185.00
70,000 lbs.	Metal Reinforcement	0.04	2,800.00
310 lin. ft.	Concrete Handrail	5.00	1,550.00
		Sub-total.....	$13,855.00
		10% Engr. & Cont...	1,385.50
		Total, bridge.....	$15,240.50

Gross length	9.737 miles
Length of non-participating roadway	3.082 miles
Length 1 Bridge	.028 miles
Net length participating roadway	6.627 miles
Cost per mile, roadway	$17,550.01

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Grading	$68,543.56	$42,337.10 (62.23%)	$25,898.46
Surfacing	47,798.40	28,525.32 (59.67%)	19,274.08
	$116,362.96	$71,192.42	$45,170.54
1 Bridge	$ 14,990.50	$ 9,210.35 (62.23%)	$ 5,590.15
Totals (all work)	$131,163.46	$80,402.77	$50,760.69

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.
State Funds for Maintenance: Chapter 41, Laws 1927.

Non-participating work (Sta. 704/04= 5/39 to Sta. 141/38.2= 811/83.8)

Grading

All required	Clearing and Grubbing		$2,216.49
38,400 cu. yds.	Common Excavation	$0.26	9,984.00
1,000 yd. stas.	Overhaul	0.02	20.00
30,400 yd. mi.	Truck Haul	0.20	6,080.00
60 lin. ft.	12" Concrete Pipe	1.10	66.00
90 lin. ft.	24" Concrete Pipe	2.70	243.00
50 lin. ft.	30" Concrete Pipe	4.50	225.00
			$18,834.49

Surfacing

5,700 cu. yds.	Base Materials	$3.55	$4,306.00
5,100 cu. yds.	Top Materials	1.70	8,670.00
800 cu. yds.	Key Materials	1.85	1,017.50
700 cu. yds.	Screenings	1.85	1,287.50
300 M-Gals.	Sprinkling	2.50	750.00
400 cu. yds.	Filler	0.30	120.00
8,000 yds. mi.	Filler Haul	0.22	176.00
22,500 yds. mi.	Hauling Broken Stone (Truck Measure)	0.15	4,375.00
			$17,906.00

Total $38,548.49

PR 1178

January 7, 1951

Associated Oil Company
866 Pittock Block
Portland, Oregon

Attention: Mr. R. A. Lindquist

Gentlemen:

Replying to your letter of the 5th instant concerning the Atlas Construction Company, Walterville, Oregon, wish to say that this company has no contract with the State Highway Commission nor does its name appear on any of the estimates, as subcontractor. The job that you describe in the first paragraph of your letter as being #20-PL-2 is one of our highway contracts and the information that we give you below concerns this job. It may be that the Atlas Construction Company has a subcontract on this work but have not been on it long enough to appear on our records.

Job #20-PL-2 is our contract #1234 and covers the surfacing of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County. This contract was awarded by the State Highway Commission to Saxton & Looney of Corvallis on October 30, 1950. The bond furnished by Saxton & Looney in connection with this work was written by the United States Fidelity & Guaranty Company for whom C. O. Price is manager with offices in the Porter Building, Portland.

This bond is furnished for the protection of labor and material claims and all just debts dues and demands incurred against the job as well as a guarantee for the satisfactory completion of the work.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

not appear on any of the estimate
However, according to the descrip-
letter which is our prefix #20-PL-2
are subing on the Saxton & Looney contract
- Hendricks Bridge-Doyle Hill Section - 9.27
s of surfacing. U. S. F. & G. Co., C. O. Price,
Agent. Amount of contract is $79,440.00 and the amount
of the bond is $50,000.00. Completion date of the
contract is June 30, 1931 .

MPANY

Secretary of State,
State of Oregon,
Salem, Oregon

Re: Atlas Construction Co.
Walterville, Oregon

Dear Sir:

The above subject advise us that they are engaging in some State Highway work in the vicinity of Walterville, Oregon which they describe to us as #20-PL-2.

If consistent we would appreciate advice as to whether or not this concern has posted the usual bond with the state for the protection of material supply creditors and if not, perhaps you could advise us to whom this job was let. The principals of this concern appear to be a partnership of one A.L. Halderman and Jake Risley. Your favor will be appreciated for which kindly accept our thanks and assurances that we will gladly reciprocate on any occasion.

Yours very truly,

ASSOCIATED OIL COMPANY

R A Knight

District Credit Manager

ANSWERED
H. B. G.

RAL:MB

Respectfully referred to the

Highway Commission.

HAL E. HOSS, Secretary of State.

#1-34

RECEIVED
JAN 7 - 1931
HAL E. HOSS

- He
sur
mor

ASSOCIATED OIL COMPANY

CREDIT DEPARTMENT

DISTRICT OFFICE:
866-78 PITTOCK BLOCK

PORTLAND, OREGON
January 5, 1931

Secretary of State,
State of Oregon,
Salem, Oregon

Re: Atlas Construction Co.
Walterville, Oregon

Dear Sir:

The above subject advise us that they are engaging in some State Highway work in the vicinity of Walterville, Oregon which they describe to us as #20-PL-2.

If consistent we would appreciate advice as to whether or not this concern has posted the usual bond with the state for the protection of material supply creditors and if not, perhaps you could advise us to whom this job was let. The principals of this concern appear to be a partnership of one A.L. Halderman and Jake Risley. Your favor will be appreciated for which kindly accept our thanks and assurances that we will gladly reciprocate on any occasion.

Yours very truly,

ASSOCIATED OIL COMPANY

RAL:MB

District Credit Manager

ANSWERED
H. B. G.

Respectfully referred to the

Highway Commission.

HAL E. HOSS, Secretary of State.

#1-34

RECEIVED
JAN 5 - 1931
HAL E. HOSS

Form 30—E-18160—1500—9-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

F R 1178

Date Dec. 20, 1930, 193

Job name Hendrick's Bridge - Doyle Hill

Week from Dec. 13 to Dec. 20

Mail address Box 204, Eugene

Highway McKenzie 1194

Telegraph or telephone address

County Lane Job prefix 20 PL

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor finished work on this section on Tuesday.

It was inconvenient to have the contractor make the line change contemplated at sta 8- 30 so have made arrangements with the maintenance organization to do this work starting on Monday Dec. 22 clearing, and moving telephone poles. On Tuesday will start grading with teams.

(See back of this sheet for instructions and detailed information.)

Signed N R Lissy

Title Res Eng

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed ..... 0.27 / 0.27

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date 159,000

Miles covered by contractor's forces 159,000

Miles cross-sectioned .....

Miles cross-sections completed and checked ..... 0.27 / 3.0

Miles to be remeasured .....

Number men in Engineering Party 10

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about ..... Aug. 15, 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

STENCIL NO. 124

FR 117G

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore. FAP 117-G

Post Office Building
Portland, Oregon.
December 3, 1930

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

OREGON

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By _____
E. G. Canfield
Highway Engineer

Encl.

P.S. One copy each of special provisions, proposal form for bridge construction, and approved estimate upon which project agreement has been based, are enclosed.

A4pn8078

Form P. R. 2

State Oregon

Project No. 117-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8518

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of September, 1930

by and between The State Highway Comission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of September, 1927, a project statement, which was approved by the Secretary on the 24th day of October, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished to said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 21st day of May 1930, and approved by the Secretary on the 17th day of November, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of Fifty-one thousand, eight hundred seventy-seven and 45/100

dollars ($ 51,877.45) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(*d*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate as approved the total Federal payments shall not exceed the Federal pro rata share

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(*a*) By the State ~~Chap. 175, Laws of 1917; Chap. 31, Laws of 1923.~~
(Include amount, date, and citation of act of legislature by which authorized)

*(*b*) By the count ---------- of ----------
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ----------
(State how placed under direct control of Highway Department)

*(*c*) ----------

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 613+97.2 at the east end of Section A of said project, in the SE ¼, Sec. 29, T.17 S., R.1 W., W.M., and survey station 1130+00 in the SE¼, Sec. 2, T.17 S., R.1 E., W.M., (excepting therefrom those portions between Stations 8+39.0 and 141+36.2, and stations 1113+20 and 1138+00,) terminal points, a distance of 6.655 miles, known locally as the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway between Eugene and McKenzie Bridge, Lane County, being Section C of Federal Aid Oregon project No. 117, consisting of 6.627 miles of roadway and one bridge of more than 20 ft. clear span, 0.028 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $68,563.86, Federal Aid $42,667.10; one bridge, approved estimate $14,800.50, Federal Aid $9,210.36.

(c) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in the project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of fifty-one thousand, eight hundred seventy-seven and 45/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-three thousand, three hundred sixty-four and 90/100 dollars, the approved total estimated cost of Section C of said project.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ----------

upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maint-

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ----------

STRICKEN OUT

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ---------- (State or county) of ---------- (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ----------

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1917

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5516

hereby designated by the Highway Department

(Outline of alternatory)

STRICKEN OUT

terms hereof, to

ury a warrant for the payment of said certified sum, or so much thereof as may be due under the

in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treas-

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed

PAYMENTS

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 17th day of November, 1930.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____ Acting Secretary of Agriculture.

8—5518

WNS

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 613+27.2, at the east end of Section A of said project, in the SE ¼, Sec. 29, T.17 S., Rge. W., W.M., and survey station 1138+00 in the SE¼, Sec. 2, T.17 S., R. 1 E., W.M., (excepting therefrom those portions between Stations 3+39.0 and 141+56.2, and stations 1113+20 and 1138+00) locally known as the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway between Eugene and McKenzie Bridge, Lane County and designated in the records of this Department as Project No. Section C of 117, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ Section C of 83,364.06 as the total estimated cost of said project, and the sum of $ Section C of 51,877.45 as the share of the United States, payable under said acts on account of such project, which does not exceed authorized Federal pro rata share 100 per cent of said total estimated cost.

Done at the city of Washington, this 17th day of November one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap

Acting *Secretary of Agriculture.*

Roads

GOVERNMENT PRINTING OFFICE 8—4830

December 1, 1930

Sexton & Loomey
Corvallis, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the surfacing of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:W
Inc.

Form 39—E-18160—1500—9-30.

PR 1172

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
State Highway Engineer

Date Nov. 29,1930, *193*

Job name Hendrick's Bridge - Doyle Hill

Week from Nov 22 *to* Nov 29

Mail address Box 204, Eugene

Highway McKenzie

Telegraph or telephone address

County Lane *Job prefix* 20 PL-2

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor has plant all set up and is ready to crush ~~xx~~ gravel and expects to place gravel on road Tuesday, beginning at the crusher sta 85 and going west.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed S W Linsley

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ..... 9.27 .....

Miles completed ..... 0 .....

Miles partially done ..... 0 .....

Total cubic yards in project ..... 45,300 .....

Cubic yards produced to date ..... 0 .....

Average daily yardage produced this week ..... 0 .....

Average daily yardage necessary to complete on time ..... 250 .....

Contractor's average force for week ..... 8 ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about ..... June 30, 1930 .....

Number of men in Engineering Party .....

INSTR

Weekly reports are required to b y all Log ng Resident and other Field Engineers. Se arat eports must be ubmitted for each job, and no single report s all cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

117-G

October 30, 1930.

Mr. E. A. Collier,
Division Engineer,
O f f i c e.

Dear Sir:

In order to obtain the approval of the Bureau of Public Roads to our specifications for the surfacing of the Hendricks Bridge-Doyle Hill Section, it has been necessary to agree that no clay will be used as filler material in the work, and that the materials to be used as filler will be sand, fine gravel, screen rejections, sandy loam or other material acceptable to the Bureau's engineers.

Please make whatever arrangements may be necessary to assure this agreement being fully conformed with when the surfacing is constructed.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc to H. W. Libby

October 28, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2900,
Portland, Oregon.

Dear Sir:

Reference is made to those features of our specifications for the surfacing of the Hendricks Bridge-Doyle Hill Section (F. A. Project No. 117-C) which are mentioned in your letter of October 27th.

We have not included in the specifications any requirement as to the quantity of fractured particles the crushed gravel must contain, for the reason that that feature is automatically controlled through our selection of the gravel from which the crushed gravel is to be manufactured. Screen analyses of the gravel available at the gravel deposit which the specifications designate as the source from which the gravel is to be obtained, indicate that from fifty to sixty-five per cent of the pit run material will be refused by a screen having two and one-half inch circular openings, and as the specifications require that all of the oversize material occurring in the pit be crushed (see page 88 of the standard specifications), there can be little doubt but what the crushed material will contain well over fifty per cent of particles showing fractured surfaces.

It does not appeal to us that any further control of the percentage of fractured surfaces is necessary, and as the insertion of an additional provision in the specifications at this time should be avoided, if possible, we hope that you will take the same view of the matter.

Relative to the kind and quantity of filler material to be used in the construction of the waterbound macadam top, it is our firm belief and opinion that the kind and quantity of filler to be used can best be determined during the progress of the work, and that the engineer should be allowed considerable latitude in these matters. We do not find it practicable to determine in advance just what kind of material will prove most satisfactory and most economical on a given project, and neither do we find it practicable to estimate, in advance, the pro-

portion of filler that will work out best. A material that proves quite satisfactory on one project may not work out at all well on another project. Qualities inherent in the surfacing materials, moisture conditions, traffic conditions and other conditions have much to do with the manner in which the surfacing materials compact and "set-up", and have much to do with the success or failure of any given kind of filler. Under certain conditions, the use of a clay filler is a practical necessity, and for that reason we do not think that its use should be prohibited. However, as it seems to be your opinion that clay should not be used under any conditions, we give you our assurance that no clay filler will be used in connection with the Hendricks Bridge-Doyle Hill Project, and we will at once notify our field engineers of this arrangement. The filler material to be used shall be sand, fine gravel, screen rejections, sandy loam or other material acceptable to your own engineers.

As the quantity of filler material to be used depends largely upon the kind, size and grading of the materials used, we would prefer not fix in advance the percentage of filler to be used. We will gladly abide, however, with whatever instructions in regard to filler quantities you may wish to give after the exact nature of the filler is known.

We are enclosing herewith copies of the screen analyses of the gravel which is to be used in the manufacture of the crushed gravel for the base course of the surfacing.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.
October 27, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged on October 25th of P. S. and E. papers covering the proposed modification of Oregon Federal Aid Project 117, Section G, the Hendricks Bridge - Doyle Hill Surfacing.

In reviewing the special provisions the following provisions are noted:

1. Crushed gravel base is called for, but the specifications are silent as to the amount of fractured particles and apparently the gravel will pass specifications even if there are no fractured faces.

2. The filler to be used in the water-bound macadam top may be any kind of clay or other earth binder, and in such quantities as the engineer may order. No restrictions as to kind or quantity, except the engineer's judgment, is provided for.

In view of these provisions, the project is not satisfactory for our recommendation of approval for Federal participation.

Yours very truly,

W. H. Lynch
District Engineer

By
Highway Engineer

October 27, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged on October 25th of P. S. and E. papers covering the proposed modification of Oregon Federal Aid Project 117, Section G, the Hendricks Bridge - Doyle Hill Surfacing.

In reviewing the special provisions the following provisions are noted:

1. Crushed gravel base is called for, but the specifications are silent as to the amount of fractured particles and apparently the gravel will pass specifications even if there are no fractured faces.

2. The filler to be used in the water-bound macadam top may be any kind of clay or other earth binder, and in such quantities as the engineer may order. No restrictions as to kind or quantity, except the engineer's judgment, is provided for.

In view of these provisions, the project is not satisfactory for our recommendation of approval for Federal participation.

Yours very truly,

W. H. Lynch
District Engineer

By
T. M. Davis
Highway Engineer

PR # 117-G

October 20, 1930.

U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Gentlemen:

In connection with our requests for federal aid on the Lincoln County Line-China Creek grading project (F. A. Project No. 144-F),and on the Hendricks Bridge-Doyle Hill surfacing project (F. A. Project No. 117-G), we wish to bring to your attention the fact that the first of these projects will afford employment for from 75 to 100 men and that the second will afford employment for from thirty to forty men. We also wish to point out that the locations of both of these projects,and the nature of the work to be performed on them, are such that work can be carried on more or less continuously during the winter months.

Because of the facts mentioned above, the projects will be effective in relieving the unemployment situations in their respective vicinities. They should, therefore, be gotten underway at the earliest possible time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

_____
Chairman.

_____
Commissioner.

_____
Commissioner.

SFP:HR

Oct. 25, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying specifications and five copies of the bid proposal for the surfacing of the Hendricks Bridge-Boyle Mill Section, Project No. 119-A. Five blueprint copies of sheet No. 2 of the plans are being sent under seperate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.
encl.

[illegible] BRIDGE-DOYLE HILL SECTION

OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate with Specifications. Not as basis for modified agreement)

Salem, Oregon, October 23, 1930.

Grading, (Contract Prices)

All Required	Clearing and Grubbing		$5,623.51
103,600 cu. yds.	Common Excavation	0.26	26,936.00
11,000 cu. yds.	Solid Rock Excavation	0.80	8,800.00
101,000 yd. sta.	Overhaul	0.02	2,020.00
28,600 yd. mi.	Truck Haul	0.20	5,720.00
240 cu. yds.	Class "A" Concrete	25.00	6,000.00
21,000 lbs.	Metal Reinforcement	.05	1,050.00
240 lin. ft.	12" Concrete Pipe	1.10	264.00
1,500 lin. ft.	18" Concrete Pipe	2.10	3,150.00
160 lin. ft.	24" Concrete Pipe	2.70	432.00
290 lin. ft.	30" Concrete Pipe	4.50	1,305.00
100 lin. ft.	36" Concrete Pipe	6.50	650.00
30 lin. ft.	36" Corr. Galv. Iron Pipe	6.00	180.00
			$ 62,230.51

Surfacing, (Estimated Prices)

13,200 cu. yds.	Base Materials	0.85	11,220.00
7,700 cu. yds.	Top Materials	1.45	11,165.00
1,350 cu. yds.	Key Materials	1.55	2,092.50
1,850 cu. yds.	Screenings	1.60	2,960.00
700 M-Gals.	Sprinkling	2.50	1,750.00
1,070 cu. yds.	Filler	.30	321.00
2,140 yd. mi.	Filler Haul	.20	428.00
71,500 yd. mi.	Hauling Surfacing Matls. (Tr.Meas.)	.16	11,440.00
			$ 41,376.50
	Sub-total		$ 103,707.01
	10% Engr. & Cont.		10,370.70
	Total (Roadway)		$ 114,077.71

Walterville Canal Bridge (Contract Prices)

130 cu. yds.	Excavation	9.00	1,170.00
15 cu. yds.	Excavation below plans	10.00	150.00
280 cu. yds.	Class "A" Concrete	20.00	5,600.00

115 cu. yds.	Class "D" Concrete		19.00	$2,185.00
70,000 lbs.	Metal Reinforcement		.04	2,800.00
310 lin. ft.	Concrete Handrail		5.00	1,550.00
		Sub-total		$ 13,455.00
		10% Engr. & Cont.		1,345.00
		Total (Structure)		$ 14,800.50

Gross length .....9.737 miles
Length, non-participating roadway.....3.082 miles
Length, 1 bridge..... .028 miles
Net length (participating roadway).....6.627 miles
Cost per mile (roadway).....$17,214.06

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Roadway	$114,077.71	$70,990.55 (62.23%)	$43,087.51
	14,800.50	9,210.35 (62.23%)	5,590.15
	$ 128,878.21	$ 80,200.90	$ 48,677.66

Non-Participating Work (Sta. 764+04-3+39 to Sta. 141+36.2-Sta. 911+83.8)

Grading

All Required	Clearing and Grubbing		$ 2,216.40
38,400 cu. yds.	Common Excavation	0.26	9,984.00
1,000 yd. stas.	Overhaul	0.02	20.00
30,400 yd. mi.	Truck Haul	0.20	6,080.00
60 lin. ft.	12-inch Concrete Pipe	1.10	66.00
90 lin. ft.	24-inch Concrete Pipe	2.70	243.00
50 lin. ft.	30-inch Concrete Pipe	4.50	225.00

Surfacing

5,300 cu. yds.	Base Materials	0.85	4,505.00
3,100 cu. yds.	Top Materials	1.45	4,495.00
550 cu. yds.	Key Materials	1.55	852.50
750 cu. yds.	Screenings	1.60	1,200.00
300 M-Gals.	Sprinkling	2.50	750.00
430 cu. yds.	Filler	0.30	129.00
860 yd. mi.	Filler Haul	0.20	172.00
28,500 yd. mi.	Hauling Br. Stone (Truck Mess.)	0.16	4,560.00
			$ 35,497.90

Pi 117-G

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

October 16, 1930

COPY

Mr. H. W. Libby
Resident Engineer
State Highway Dep't.
Eugene, Oregon

COPY

Dear Sir:

A week ago Mr. Van Duzer drove over the McKenzie Highway and reported back that McNutt's gravel trucks were hogging the road, and feared an accident would occur unless they were cautioned that other vehicles had the same rights and, in fact, they should use caution to give at least half the road to other vehicles, and to see that traffic was not obstructed, except for very short periods.

He also wrote that the road was in poorer condition than it should have been, even considering it was under construction. I also have a letter from J. E. Shelton, of the State Motor Assotiation, asking us if there is anything we can do to remedy the bad conditions for the ten miles east of Hendricks Bridge. It appears also that Captain Salzman, of the State Traffic Department, smashed his muffler on this stretch of road.

This begins to look bad and you should get Earl to work harder keeping it in shape. If he does not have equipment to do this, and you think some of our equipment will help, you are hereby authorized to put it on at once, and we will deduct from his estimate the cost of such work done by state forces.

As I wrote you a few days ago, we should get some crushed rock from Cochran to touch up the crossings.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF
cc R.A.Klein
cc Earl McNutt

Mr Klein

I have phoned Libby and written letter to Libby and McNutt. Have not written Shelton do you want me to write him

No answer Roy

SURER
. C. STETTLER

SECRETARY-MANAGER
J. E. SHELTON

NOTED
State Highway Engineer

Association

SSOCIATION

DIRECTORS
E. B. McDANIEL, PORTLAND
PHIL EIKER, SALEM
EDGAR McDANIEL, NORTH BEND
W. R. McDONALD, PORTLAND
DR. R. G. MOSS, ST. HELENS
PHIL METSCHAN, PORTLAND
J. A. McLEAN, EUGENE
F. C. STETTLER, PORTLAND
A. M. WORK, PORTLAND
FRANK PRINCE, BEND
A. B. ROBERTSON, CONDON
C. E. FRANCIS, PORTLAND
C. E. GATES, MEDFORD
W. C. PERKINS, LA GRANDE
RALPH COAN, PORTLAND

October 15, 1930.

Mr. Roy Klein
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Roy:

All summer we have been having complaints from tourists, and residents along the McKenzie Highway, as to its condition. For awhile it seemed that we were past that condition but recently they have opened up again. I have a letter this morning which says:

"Shortly after leaving Hendricks bridge you come upon about 10 miles of graded road where the dirt has been graded up into the center of the road and left in this condition. Since the rains it has become deeply rutted and very muddy. Some have reported that it has been necessary for them to drive this section in low gear; others that they damaged their cars by these high centers. Captain Saltzman reported to me that he smashed the muffler on his car and damaged it in other ways while passing over this section of the McKenzie Highway."

Collier

I know that you are familiar with this section, and I believe you will agree with me that the condition that the road is now in is entirely unnecessary. Is there anything that can be done to remedy this? I know that the people along this section and those who travel the McKenzie Highway will appreciate it if you can hasten the work, or have something done that will make this road in a passable condition.

I am asking this inasmuch as we are constantly being bombarded with inquiries.

With best wishes, I beg to remain

Very truly yours

J. E. Shelton

JES:R

J. E. Shelton
Secy & General Manager

NOTED
State Highway Engineer

...RIGHT
W. R. McDONALD

TREASURER
F. C. STETTLER

SECRETARY-MANAGER
J. E. SHELTON

Oregon State Motor Association

INCORPORATED

AFFILIATED WITH AMERICAN AUTOMOBILE ASSOCIATION

...NWAY, PUBLIC RELATIONS DEPT.
...SHEARER, MGR. TOURING DEPT.
C. H. GUNTHER, MGR. MEMBERSHIP DEPT.
W. C. FINDLAY, ADVERTISING MANAGER
MYER C. RUBIN, GENERAL ATTORNEY

BRANCH OFFICES

EUGENE
MEDFORD
KLAMATH FALLS
COQUILLE
ONTARIO
PENDLETON
ALBANY
BAKER
BEND
SALEM
LAGRANDE
CORVALLIS

INFORMATION BUREAUS

ROSEBURG
MARSHFIELD
HOOD RIVER
THE DALLES

GENERAL OFFICES
TERMINAL SALES BUILDING
TWELFTH AND MORRISON
Portland, Oregon

DIRECTORS

E. B. McDANIEL, PORTLAND
PHIL EIKER, SALEM
EDGAR McDANIEL, NORTH BEND
W. R. McDONALD, PORTLAND
DR. R. G. MOSS, ST. HELENS
PHIL METSCHAN, PORTLAND
J. A. McLEAN, EUGENE
F. C. STETTLER, PORTLAND
A. M. WORK, PORTLAND
FRANK PRINCE, BEND
A. B. ROBERTSON, CONDON
C. E. FRANCIS, PORTLAND
C. E. GATES, MEDFORD
W. C. PERKINS, LA GRANDE
RALPH COAN, PORTLAND

October 15, 1930.

Mr. Roy Klein
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

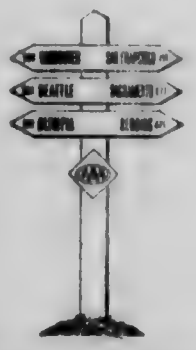
Dear Roy:

All summer we have been having complaints from tourists, and residents along the McKenzie Highway, as to its condition. For awhile it seemed that we were past that condition but recently they have opened up again. I have a letter this morning which says:

"Shortly after leaving Hendricks bridge you come upon about 10 miles of graded road where the dirt has been graded up into the center of the road and left in this condition. Since the rains it has become deeply rutted and very muddy. Some have reported that it has been necessary for them to drive this section in low gear; others that they damaged their cars by these high centers. Captain Saltzman reported to me that he smashed the muffler on his car and damaged it in other ways while passing over this section of the McKenzie Highway."

I know that you are familiar with this section, and I believe you will agree with me that the condition that the road is now in is entirely unnecessary. Is there anything that can be done to remedy this? I know that the people along this section and those who travel the McKenzie Highway will appreciate it if you can hasten the work, or have something done that will make this road in a passable condition.

I am asking this inasmuch as we are constantly being bombarded with inquiries.



With best wishes, I beg to remain

Very truly yours

J. E. Shelton
Secy & General Manager

JES:R

PRINTED

July 21, 1930

H. E. Wilder Company
10 First National Bank Bldg.
Eugene, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over the Eugene Power Canal near Walterville on the McKenzie River Highway in Lane County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

PR 1192

SCOBERTS WAREHOUSE COMPANY

July 14, 1930

Scoberts Warehouse Company
46 Seventh Ave. West
Eugene, Oregon

Salem, Oreg.

Dear Sir:

Gentlemen:

Replying to your inquiry of the 12th instant concerning H. E. Wilder to whom the State Highway Commission awarded a contract for the construction of a bridge over the Eugene Power Canal at Walterville, will say that Mr. Wilder furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. We can not at this time give you the name of the bonding company for the reason that we do not have the contract and bond available. Perhaps it is sufficient to say that the bond has been furnished and has been approved by the State Insurance Commissioner and is acceptable to this department. If you still desire the name of this company we will be pleased to give it to you if you will write us again say in a couple of weeks by which time the contract will have been signed and returned to this office.

It is not absolutely necessary that you notify the bonding company that you are giving credit to Mr. Wilder. Some contractors object to taking the matter up with the bonding company as it reflects more or less on their standing with the company . It is our practice to notify the bonding company of the existence of any claims that may have been filed with this department. If you have any trouble in making collection from Mr. Wilder for materials furnished, we believe it is then the proper time to take the matter up with the bonding company.

According to Section 2931 of the Oregon Laws the bonding company is held responsible and liable for claims incurred against the project in connection with which the bond is furnished for a period of one year after the date of completion of the work. Mr. Wilder's contract is only just commenced and the filing of claim at this time is, we believe, a little premature.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

P. O. BOX 377

SCOBERTS WAREHOUSE COMPANY

BUILDING MATERIALS

SPECIAL FURNACE BRICK, MANTEL BRICK AND CLAY, HEARTH TILE, PLASTER, CEMENT, METAL LATH, STEEL, CELITE FOR CONCRETE, PLASTER BOARD

45 SEVENTH AVE. WEST
EUGENE, ORE. July 12 1930

State Highway Engineer

Salem, Oreg.

Dear Sir:

We are furnishing cement to H. E. Wilder, contractor on a bridge being built at Walterville, Oregon, and want to be protected for the payment of material furnished and if it is neccessary for us to notify the Bond Company that has bonded him on this job are asking that you kindly send us the name of the Bond Company in order that we can notify them.

Thanking you for any information that you can give us, we remain,

Yours very truly,

Scoberts Warehouse Co.

E. W. Scoberts

ANSWERED
H. B. G.

PR 117 2

July 11, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement, covering the Hendricks Bridge-Doyle Hill Section, Project No. 117-C.

With reference to the pro rata amount for the item of clearing and grubbing shown on the estimate, we have checked your figure of $5,623.51, and have accordingly used this figure in the preparation of the estimate.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dictated by J. W. Nash/EM.

encl.

Oregon State Highway Department — Project No. 117-C

[illegible] BRIDGE - DOUGLAS HILL SECTION

ON THE [illegible] HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, July 5, 1930.

All Required	Clearing and Grubbing			$ 3,823.51
103,600 cu. yds.	Common Excavation		$0.26	26,936.00
11,000 cu. yds.	Solid Rock Excavation		4.00	44,000.00
101,000 yds. stn.	Overhaul		0.02	2,020.00
80,000 yds mi.	Truck Haul		0.10	8,000.00
800 cu. yds.	Class "A" Concrete		25.00	20,000.00
82,000 lbs.	Metal Reinforcement		0.06	1,000.00
200 lin. ft.	12" Concrete Pipe		1.10	220.00
1,000 lin. ft.	15" " "		0.10	3,100.00
100 lin. ft.	24" " "		0.70	420.00
900 lin. ft.	30" " "		4.80	1,920.00
100 lin. ft.	36" " "		8.50	850.00
30 lin. ft.	36" Corr. Galv. Iron Pipe		6.00	180.00
		Sub-total		$ 62,990.51
		10% Engr. & Cont.		6,299.05
		Total		$ 69,289.56

WALTERVILLE CANAL BRIDGE

130 cu. yds.	Excavation		9.00	1,170.00
15 cu. yds.	" below plans		10.00	150.00
220 cu. yds.	Class "A" Concrete		20.00	5,600.00
115 cu. yds.	Class "B" Concrete		19.00	2,185.00
70,000 lbs.	Metal Reinforcement		0.04	2,800.00
310 lin. ft.	Concrete Handrail		5.00	1,550.00
		Sub-total		$ 13,455.00
		10% Engr. & Cont.		1,345.50
		Total		$ 14,800.50

Gross length	9.737 miles
Length non-participating roadway	3.022 miles
Length, 1 bridge	.088 miles
Net length (participating roadway)	6.627 miles
Cost per mile (roadway)	$10,346.09

SUMMARY

Item	Total Cost	Federal Aid		State Funds
Roadway	$68,865.86	$48,687.10	(66.33%)	$23,396.46
Bridge	14,500.50	9,310.35	(63.23%)	5,190.15
	$83,364.06	$ 51,977.45		$31,406.61

State Funds for Construction: Chapter 170, Laws 1917: Chapter 51, Laws 1933.
State Funds for Maintenance: Chapter 41, Laws 1927.

NON-ANTICIPATING WORK (Sta. 764+04.5+39 to Sta. 141+56.2* Sta. 211+65.0)

All Required			
38,400 cub. yds.	Clearing and Grubbing		$2,216.00
1,000 yds. sta.	Common Excavation	$0.24	9,224.00
30,400 yds. mi.	Overhaul	0.05	80.00
60 lin. ft.	Trunk Haul	0.20	6,080.00
90 lin. ft.	12" Concrete Pipe	1.10	66.00
80 lin. ft.	24" Concrete Pipe	2.70	243.00
	30" Concrete Pipe	4.50	225.00
			$18,934.00

Oregon State Highway Department — Project No. 117-C

WALTERVILLE CANAL BRIDGE ON THE

McKENZIE HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for Project Agreement.)

Salem, Oregon, June 25, 1930.

150 cub. yds.	Excavation	$ 4.00	$600.00
15 cub. yds.	Excavation below plans	6.00	90.00
320 cub. yds.	Class "A" Concrete	21.00	6,720.00
115 cub. yds.	Class "D" Concrete	21.00	2,415.00
70,000 lbs.	Metal Reinforcement	.05	3,500.00
310 lin. ft.	Concrete Handrail	5.00	1,550.00
		Sub-total - - - - - - - - -	$15,875.00
		10% Engr. and Cont. - - -	1,587.50
		Total - - - - - - - - -	$15,380.50

Length of structure 150 feet 0.028 miles.

State Funds Available $6,797.09

Federal Aid Requested 8,582.41 (55.83%)

$15,380.50

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 26, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

The estimate dated June 20, 1930, for Oregon F.A.P. No.117-Section G, Hendricks Bridge - Doyle Hill Section of the McKenzie Highway, 6.627 miles of grading, is being held in this office for submission of an estimate at contract prices for both the road and the bridge, which are to be let today. It appears, however, that there is a slight error in the amount of clearing charged to the Federal aid section of this contract. Considering that the contract does not cover the non-Federal aid portion from 1113+20 to 1138+00, and also considering that there is no clearing on the 0.028 miles of bridge length, we figure the Federal aid clearing to be $5,623.51. Please advise if you check our figures on this clearing.

Very truly yours,

W. H. LYNCH
District Engineer.

#1196
2082

PR 1172

June 25, 1930

Standard Oil Company of California,
Portland, Oregon.

Gentlemen:

In response to your inquiry of recent date concerning the Earl L. McNutt contract we wish to advise as follows:

Contract No. 1196 and is known as Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County. Contract consists of 9.87 miles of grading. The amount of the contract is $21,165.00 and the amount of the bond is $50,000.00 Bond was furnished by the Metropolitan Casualty Insurance Company, for whom Douglas R. Bate is resident agent. His address is Wilcox Building, Portland, Oregon. The completion date on this contract is October 31st, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glasgow,
Chief Clerk.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
J. S. GORDON
F. C. EASTMAN
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG
308 YAMHILL STREET
P. O. DRAWER 1197

PORTLAND, ORE.

June 10, 1930

Earl McNutt

RECEIVED
JUN 12 1930
OREGON
STATE HIGHWAY COMMISSION

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

It is our understanding that the above contractor has been awarded the contract for grading the new road beginning at Hendrick's Bridge and ending at Doyle Hill about 7 miles.

We are furnishing petroleum products to be used on this job, and in order to complete our files require the following information:

Complete description and location of the work
Contract number
Amount of the contract
Name and address of bondsmen furnishing the materialmen bond
Amount of the bond
Time limit to the contractor or estimate of when work will be completed

For your convenience in replying a stamped addressed envelope is enclosed.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager

By W. L. Muncy

CDE:LP
Enc.

CPR 117-G

June 20, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement, covering the Hendricks Bridge to Doyle Hill Section, Project No. 119-C.

Very truly yours,

HOY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dicta. by J. V. Heath/Mi

encl.

Oregon State Highway Department — Project No. 117-C

HENDRICKS BRIDGE - DOYLE HILL SECTION

OF THE MCKENZIE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, June 30, 1930.

All Required		Clearing and Grubbing		$ 5,625.00
105,000 cu. yds.		Common Excavation	$0.26	26,250.00
11,000 cu. yds.		Solid Rock Excavation	0.80	8,800.00
100,000 yds. stn.		Overhaul	0.02	2,000.00
20,000 yds. mls.		Truck Haul	0.20	4,000.00
800 cu. yds.		Class "A" Concrete	25.00	6,000.00
21,000 lbs.		Metal Reinforcement	0.05	1,050.00
240 lin. ft.		15" Concrete Pipe	1.10	264.00
1,200 lin. ft.		18" Concrete Pipe	2.10	2,520.00
160 lin. ft.		24" " "	2.70	432.00
250 lin. ft.		30" " "	4.50	1,250.00
100 lin. ft.		36" " "	5.50	550.00
30 lin. ft.		36" Corr. Galv. Iron Pipe	5.00	150.00
		Sub-total		$62,295.00
		12% Engr. & Cont.		6,705.00
		Total		$69,000.00

Gross length	9.737 miles	
Length, non-participating roadway	3.032 "	
Length, 1 Bridge	.028 "	
Net length (participating roadway)	6.027 "	
Cost per mile	$10,346.31	
State Funds available	23,997.69	
Federal Aid Requested	42,662.12	(62.38%)
	$68,660.20	

Non-Participating Work (Stn. 764+04.6=38.0-Stn. 141+36.2=11+22.8)

All Required		Clearing and Grubbing		$ 2,215.00
38,480 cu. yds.		Common Excavation	$0.26	9,984.80
1,000 yd. stn.		Overhaul	0.02	20.00
30,400 yds. mi.		Truck Haul	0.20	6,080.00
60 lin. ft.		15" Concrete Pipe	1.10	66.00
80 lin. ft.		24" " "	2.70	345.00
50 lin. ft.		30" " "	4.50	225.00
				$18,935.80

State Funds for Construction: Chapter 175, laws 1917: Chapter 81, laws 1930.
State Funds for Maintenance: Chapter 41, laws 1927.

PR 1172

June 17, 1930

Mr. Earl L. McButt
881½ East Broadway
Eugene, Oregon

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County.

Very truly yours

Roy A Klein
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:W

PR 11782

NOTED

Salem, Oregon, June 13th, 1930.

Memorandum to Mr. Klein:

The plans for the Walterville Canal Bridge are finished, and we can advertise this for bids this month. I got in touch with Mr. McLean again this morning, but he does not know whether it is possible to turn off the water. He thinks that arrangements can be made whereby the water can be turned off for a period of a week, providing the contractor will pay the cost of the extra power. He was not sure of this. I am going to Eugene tonight on my way to Coos Bay and expect to have a conference with him. Mr. McLean also said he would talk with me about the matter of cooperation.

I will phone Reeves the result of my conference Saturday morning. If you want this advertised for the June meeting, I wish you would tell Mr. Reeves, as I will not be back from Coos Bay and Gold Beach for several days.

Very truly yours,

BRIDGE ENGINEER

CRMcC:TP

PR 117

Form 39—B-6281—3M—9-27.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTE

Date May 24,1930 State Highway Engineer 192

Job name Hendrick's Bridge- Doyle Hill

Week from May 17 to May 24

Mail address Box 204, Eugene, Ore

Highway McKenzie

Telegraph or telephone address

County Lane Job prefix 20 PL

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Mr. Hurd tells me that he has agreements or deeds on all the right of way but about 12 pieces, the greater part of the unsecured lying near the west end of the job where there is little clearing.

The contractor will start a crew clearing Monday morning and says that he expects to have the clearing done in four weeks.

He also wants to start a cat grading some time next week if enough open ground is secured by that time.

The engineering party staked two of the bridges to be rebuilt this week . Some of the lumber for them has been hauled to the sites..

(See back of this sheet for instructions and detailed information.)

Signed N H Eddy

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing, ...

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 117-G

May 19, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans and five sets of special provisions covering the grading of the Hendricks Bridge-Doyle Hill Section, Project No. 117-G.

In accordance with your letter of May 12, the plans have been revised to eliminate that portion of the project between Station 3+30 and Station 141+36.2.

Under separate cover we are sending five blue print copies of the title sheet and sheet No. 2 which have been revised, and are to be substituted in the plans previously sent.

There are also being sent five prints of Sheet No. 11 on which a correction has been made. This also should be substituted in the plans.

Very truly yours,

ROY A. KLI[illegible]
State [illegible]

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Enclosures

Oregon State Highway Department — Project No. 117-G

HENDRICKS BRIDGE-DOYLE HILL SECTION OF THE McKENZIE HIGHWAY

IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, May 12, 1930.

All Required	Clearing and Grubbing		$ 4,300.00
100,000 cu.yds	Common Excavation	.35	35,000.00
11,000 cu.yds	Solid Rock Excavation	1.00	11,000.00
101,000 yd.stn.	Overhaul	.02	2,020.00
29,000 yd.mi.	Truck Haul	.20	5,800.00
360 cu.yds	Cl. "A" Concrete	20.00	7,200.00
21,600 lbs	Metal Reinforcement	.05	1,080.00
240 lin.ft	12" Concrete Pipe	1.50	360.00
1,500 lin.ft	18" ditto	2.50	3,750.00
160 lin.ft	24" ditto	3.50	560.00
290 lin.ft	30" ditto	5.00	1,450.00
100 lin.ft	36" ditto	7.00	700.00
30 lin.ft	36" Corr. Galv. Iron Pipe	7.00	210.00
		Sub-total	$74,780.00
		10% Engr. & Cont.	7,478.00
		Total	$82,258.00

Gross Length	9.737 Mi.	
Length non-participating roadway	3.082 "	
Length 1 Br.	.028 "	
Net Length (participating Roadway)	6.627 "	Cost per Mile $12,412.55

State Funds Available	$31,068.85
Federal Aid Requested	51,189.15 (62.23%)
	$82,258.00

Form 39--12-15569—2500—2-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 16,1930, 193....

Job name Hendrick's Bridge - Doyle Hill

Week from May 10 *to* May 17

Mail address Box 206, Eugene

Highway McKenzie

Telegraph or telephone address

County Lane *Job prefix* 20 PL

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions from Division Engineer, changes in personnel of party, etc.:

This week the engineering party has been setting iron pipes on the right of way lines and referencing points,having several miles on which pipes are set and points referenced.

So far 5 contractors have been to look at the job, Washburn and Hall, Guy Pyle, Newport Constr. Co., Cochran Constr.Co., and Wolff and Vaughn.

Mr. McArthur of the Water Board is away this week so I have not been able to get anything done towards a settlement with the Water Board for some of the work done by them last summer. I talked with Mr. McClain who said that Mr. McArthur had most of the data worked up. I also mentioned that we would expect the work at Doyle Hill to be completed or rather the damage done by winter settlement straightened up some.

Mr. Hurd has been at work all the week on securing the right of way

Mr. Barnard called me over yesterday and asked me about the cutting contemplated in front of the Fountain house west of Leaburg,as the property owner claimed more damages on account of the liability of the cut breaking back of the right of way line. I told the Judge that there was little likelihood of that and if it did it would be a separate damage to settle after the damage was done.

The cut at this point on the upper slope will be about 10 feet,thus leaving about 5 or 6 feet of original ground between the slope stake and the right of way line.

NOTED
E. A. COLL...

(See back of this sheet for instructions and detailed information.)

Signed

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

P C

SP-117-G

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

May 12, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Receipt is acknowledged of plans and special provisions covering Oregon Federal Aid Project 117-G, the Hendricks Bridge - Doyle Hill Section of the McKenzie Highway.

Reference is made to correspondence of December, 1929, relative to the previously constructed state project between station 764+04.4= 3+39.0 and 141+36.2= 911+83.8. After receipt of your letter of December 24, 1929, this matter was discussed by yourself and Mr. Davis, and it was our understanding the section above referred to would be eliminated from the project when requesting Federal aid.

As the alignment can be greatly improved over this portion of the project, we do not believe we are justified in approving the project as submitted; and would suggest that the portion under discussion be eliminated until such time as further improvement is necessary.

Very truly yours,

W. H. LYNCH
District Engineer.

C 6 06 C 6, 17 2

Form 26—E-15588—2500—2-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job name Hendricks Bridge -Doyle Hill

Date May 10, 1930, 193

Week from May 3 *to* May 10

Mail address Box 204, Eugene

Highway McKenzie

Telegraph or telephone address

County Lane *Job prefix* 20 P1

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Mr. Hurd, the County Commissioner has worked all the week getting deeds and agreements on right of way and reports an average of 4 or 5 per day. He has begun at the upper end and is working west, having obtained nearly everything from the Power House East to the end of the job.

Ernest Hall of Cashburn and Hall was up over the job today, also Guy Tyle was in today and is going over the job again Monday.

The Water Board have asked for e the levels along our line at the canal crossing., also for a 400 ft map of the job.

NOTED
E. A. C.

(See back of this sheet for instructions and detailed information.)

Signed J. H. Beaty

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

CC CC PW 117-2

Form 39—P 12287—4M—4-30.

OREGON STATE HIGHWAY DEPARTMENT

NOTED
State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date Mar. 22, 1930, 193...

Job name Hendrick's Bridge - Doyle Hill

Week from Mar. 15 to Mar. 22

Mail address Box 204, Eugene

Highway McKenzie

Telegraph or telephone address

County Lane Job prefix

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party worked three days in the field this week, completing the line and levels and setting right of way stakes across the Harrill property.

On Mar 19, I went over the telephone line situation with Mr. Olsen of the Forest Service, pointing out to him all places where the lines will have to be moved and he has requested that all poles shall be marked which we will do on Monday.

At the Fish Hatchery in view of the fact that it is planned to finish building this section in 1930 it did not appear practical to move the line this year as only a few poles could be set in their proper places owing to the fact that construction is not complete and only partial right of way secured as yet.

In the office all sections have been platted except about half a mile Sections are planimetered from Hendricks Bridge to the Power House .

Distribution has been made from Hendricks Bridge to sta. 764.

NOTED

(See back of this sheet for instructions and detailed information)

Signed [signature]

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

December 24, 1929

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of December 16, 1929 concerning the location of the proposed Cogswell Hill-Doyle Hill Section of the McKenzie Highway listed as Oregon Federal Aid Project No. 117-C.

I note particularly your comment on the location between Station 768 and Station 928+56. When writing your letter, I do not know that you had before you the alinement map covering this whole project, and therefore, to better understand the whole situation I am sending you under separate cover a blue print of our 400':1" map of this section.

You will note that the white line is the location which was originally made for this project some years ago. The solid red line indicates the line which we propose to use at the present time. The broken red line shows the tangent location to which I presume you refer between Stations 768 and 928. On this map, within the confines of this project, you will note four sections which are indicated as already constructed, the first one being on the west end beginning at Henricks Bridge and ending at Millican Corners. The second constructed unit comprises the section immediately east of Station 768. The third unit extends east from Station 94, and the fourth unit, known as the Doyle Hill Section, is on the extreme east end of the project. The greater part of this latter section has been reconstructed on the alinement shown in red by the Eugene Water Board in the construction of their Leaburg Power Project.

The second, third and fourth units above described were graded and surfaced in 1922 as state highway projects cooperative with Lane County. At that time these units were the worst sections of the McKenzie Highway and were picked out because of their condition. The alinement represents a considerable improvement over the alinement in effect at that time and required some new right of way. Our thought in planning the present job was to utilize the existing improvement on these constructed units by widening and flattening some of the curves where this could be done without the necessity of major changes.

The alignment, as you will note, while not as good as might be desired, yet because of the light degree of curvature should not be objectionable. While the improvement shown by the long tangent lines in dotted red would be desirable, it does not seem to me that they are warranted at the present time, having in mind the problematical future of this highway with the prospects of new roads more direct to both Salem and Portland by either the north or south Santiam routes.

You will note that where a considerable saving in distance could be made, we have done so, even at the sacrifice of the present graded road, having particularly in mind the tangent northeast of Hendricks Bridge, but in the alignment east of Station 768 there would be no great saving in distance. The only advantage would be in the elimination of several curves.

For these reasons, as a matter of public policy, it seemed inadvisable to me to recommend to the Commission the abandonment of the present road constructed only a few years ago by this department in co-operation with Lane County. In considering this project, I would be pleased to have you consider these features of the problem.

Very truly yours,

State Highway Engineer.

RAK:HI

cc E. A. Collier

F. 1172

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

Dec. 16, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

A preliminary field inspection has been made of the proposed improvement of the Cogswell Hill-Doyle Hill Section of the McKenzie Highway, Oregon F.A.P. 117-G. We find the alignment as outlined by your Mr. Libby to be highly satisfactory to us, with the exception of the section between Stations 768 and 928+56.4 where, it is our understanding, you intend to follow the existing roadway rather than construct the possible tangent between these two stations. Notwithstanding the apparent difference in cost between these two lines, we strongly recommend that the better alignment be followed — even though the present roadway has no really dangerous curves. We take this attitude with not only the present advantage of the improved line in mind, but also with the thought that future residence and farm improvements might conceivably preclude the change at some later date. It is believed that while the present relocation is being made, the ultimate alignment should be adopted.

Your comments on this subject are invited. The matter is being called to your attention at this time in order that a definite conclusion may be reached before the plans and estimate are completed.

Very truly yours,

W. H. LYNCH
District Engineer.

answered
Kirk.

CONTRACT #1197,

SEE:

CONTRACT #1088,

26-

1197 SEE: Contract 1088

CONTRACT# 1200,

SEE:

CONTRACT# 1196,

CONTRACT# 1210,

SEE:

CONTRACT# 1133,

1210 SEE: 1133

CONTRACT # 1203,

PR 139-C LaGrande-Hot Lake, Widening 1930

#1203

BK139C

May 9, 1932

Mr. Louis Schmitzer,
Attorney at Law,
Public Service Building,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of May 6, in which you inquire whether Frank LaCont and Carl LaCont of Union, Oregon, are at the present time employed by the State in road construction work.

Our records indicate that Carl LaCont was subcontractor under Union Construction Company, which was awarded State Highway Contract No. 1203 for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County. This project was completed on December 10, 1930, and was accepted by the Commission on the same date.

It also appears that Carl LaCont was subcontractor under Union Construction Company, which was awarded State Highway Contract No. 1228 for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County. This project was completed on February 14, 1931, which date is considered as the date of acceptance on the part of the State Highway Commission.

The original contractor, Union Construction Co., furnished to the State surety bonds in connection with the above described contracts, which were written by U. S. Fidelity & Guaranty Company. Walter F. Cline is the resident agent for the bonding company, whose address is Porter Building, Portland.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

#1225
Lab Co
#1203
Union Co

LOUIS SCHNITZER
ATTORNEY AT LAW
1110 PUBLIC SERVICE BLDG.
PORTLAND, OREGON

RECEIVED
MAY 7 - 1932
OREGON
STATE HIGHWAY COMMISSION

May 6, 1932.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Please advise me whether Frank LaCont and Carl LaCont, of Union, Oregon, or either of them, are at the present time employed by the State of Oregon in road construction work.

Respectfully yours,

LS:EH

Louis Schnitzer

PR 134

February 24, 1932

U. S. Fidelity and Guaranty Company,
C. O. Price, Manager,
1208 Porter Building,
Portland, Oregon.

Attention of Mr. R. H. Mason, Supt. of Claims

Gentlemen:

Responding to your request of the 23rd instant, I am handing you herewith a certified copy of the contract and bond in connection with the contract awarded to the Union Construction Co., for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail Highway in Union County, State Highway Contract No. 1203.

The address of Mr. W. C. Williams, resident engineer who had charge of the construction work, is La Grande, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

CAPITAL PAID IN CASH $10,000,000

...ITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1208 PORTER BUILDING

PORTLAND, OREGON

February 23, 1932

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

Will you be kind enough to send us by early mail a certified copy of the State Highway Commission's general specifications and contract agreement on the La Grande Hot Lake highway, under Union Construction Company contract #1203?

Please also advise by early mail where we may be able to reach by mail the resident engineer who was in charge of the construction under said contract #1203, who, we believe, was W. C. Williams.

Yours very truly,

R. B. NASON, SUPT. OF CLAIMS

By WAWJH

WAW.JH

Portland 104 1-12-32 3m

PR 139 C

December 31, 1931

Mr. C. O. Pemlason,
Attorney at Law,
Pittock Block,
Portland, Oregon.

Dear Sir:

In response to your inquiry of December 29, we have looked through our files and fail to find a record of a claim of J. J. Fuller against the bond furnished to the State by Union Construction Company in connection with State Highway Contruct No. 1205, for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail Highway in Union County. We have also inquired at the Secretary of State's office and were informed that no claim has been filed by Mr. Fuller.

According to our records this project was completed on December 10, 1930.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
DEC 30 1931
OREGON
STATE HIGHWAY COMMISSION

December 29, 1931.

Oregon Highway Commission,
Salem, Oregon.

Gentlemen:-

I am advised that the Union Construction Company secured a contract with you for the doing of certain construction work in what is known as the Hot Lake job. I believe that this work was finished in November, 1930, and that the United States Fidelity & Guaranty Company was the surety.

If you can locate from this meager description the contract in question, would you please be good enough to advise me if your records disclose that a claim was filed against the bond by J.J.Fuller, Burns, Oregon.

Yours very truly,
C. O. Fenlason

COF:H

12-10-30

139.3

#1203

#1203
Union Co

PR 139C

October 30, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Dear Sirs

This is to acknowledge receipt of your letter of the 29th instant in which you inclose three certified copies of the notice of claim which has been filed by Carl La Cont for labor and material furnished in the sum of $5,437.81 in connection with the contract awarded to the Union Construction Company for work on the La Grande-Hot Lake Section of the Old Oregon Trail, state highway contract No. 1203.

We are today forwarding copies of this notice to the contractor and the surety on the bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

October 30, 1931

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a certified copy of the notice of claim which has been filed in the office of the Secretary of State by Carl La Cent, which claim is for labor and material furnished in the sum of $5,437.81 in connection with the contract awarded to the Union Construction Company for widening of the La Grande-Hot Lake Section of the Old Oregon Trail, state highway contract No. 1203.

This information is given you since you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

cc Union Construction Company
626 Board of Trade Building
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
OCT 30 1931
OREGON STATE HIGHWAY COMMISSION

October 29, 1931

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date, a notice of claim by Carl La Cont for labor and material furnished in the sum of $5,437.81 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the LaGrande-Hot Lake Section of the Old Oregon Trail, State Highway Contract No. 1203.

We are enclosing herewith for your information and files, a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in thebond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E. Hoss

HM

Secretary of State.

NOTICE OF CLAIM

TO: THE STATE OF OREGON, and
HAL E. HOSS, Secretary of State:

NOTICE IS HEREBY GIVEN; that the undersigned claimant, Carl La Cont, has a claim for material furnished and labor performed in the sum of Five Thousand Four Hundred Thirty-seven and 81/100 ($5,437.81) Dollars against the bond taken from the Union Construction Company as principal, and the United States Fidelity and Guaranty Company as surety, for the work of grading and surfacing the La Grande-Hot Lake Section of the Old Oregon Trail, under state highway contract No. 1203; that the claimant had a contract with the Union Construction Company for hauling excavation materials, grading, constructing and widening the roadbed, rolling the same with a power roller, leveling off, compacting and grading smooth the new embankment, taking up, hauling and re-installing the old culvert pipe and laying and installing new iron pipe culverts and doing the necessary work for the proper accomplishment thereof, all of which is required in the performance of the said contract with the State of Oregon by the Union Construction Company, and the amount of this claim is the amount remaining due the claimant under said contract.

DATED this 24th day of October, 1931.

CARL LA CONT

Endorsed: File No. 1027
Filed October 29, 1931
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Carl La Cont for labor and materials furnished in the sum of $5,437.81 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the LaGrande-Hot Lake Section of the Old Oregon Trail, State Highway Contract No. 1203, with the original notice filed in the office of the Secretary of State on October 29, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 29th day of October, A. D. 19 31

Hal E. Hoss

Secretary of State

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Carl La Cont for labor and materials furnished in the sum of $5,437.81 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the LaGrande-Hot Lake Section of the Old Oregon Trail, State Highway Contract No. 1203, with the original notice filed in the office of the Secretary of State on October 29, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 29th day of October, A. D. 19 31

Hal E. Hoss

Secretary of State

Alice Phillips

Deputy.

P(F) 139C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

October 2, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We are recommending the final voucher for Oregon Emergency Federal Aid Project No. 139-C for payment in the amount submitted.

The note accompanying the final estimate states that the extension of time on contract No. 1271 has been approved without penalty, but that no formal action has as yet been taken by the State Highway Commission. Would you kindly send us copies of the minutes relative to this matter, when the Commission has acted upon it.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
Sr. Highway Engineer

La Grande - Hot Lake

Copies sent 10-7-31 JAE

RECEIVED
OCT 5 1931
OREGON
STATE HIGHWAY COMMISSION

#1 3
Union Co

August 27, 1931

139-e

Mr. James T. Donald,
c/o Hallock, Donald & Banta,
Sumner Building,
Baker, Oregon.

Dear Sir:

In response to your inquiry of August 26th we wish to advise that Union Construction Company contract, which was our No. 1203 - La Grande-Hot Lake Section of the Old Oregon Trail in Union County, was completed on December 10th, 1930.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1203
Union

BLAINE HALLOCK
JAMES T. DONALD
HAROLD BANTA

LAW OFFICES
HALLOCK, DONALD & BANTA
SUITE 201 SOMMER BLDG.
BAKER, OREGON

JAMES H. NICHOLS
1905-1929

August 8th, 1931.

[illegible] Commission,
[illegible], Oregon.

Gentlemen:

Please advise us as to the date of the next piece of the work for the Union Irrigation Project, referred with reference to re-locating a portion of the [illegible] Trail Unit near Lake and La Grande, in the year 1930.

[illegible],
[illegible],
[illegible],

James H. Donald

Dec. 10, 1930

RECEIVED
AUG 31 1931

#1203
Union Co

PR 139e

July 13, 1931

Andrews Equipment Service,
102 North Broadway,
Portland, Oregon.

Gentlemen:

We are in receipt of your letter of July 11th, enclosing certified copies of bills, totalling $149.40, against Carl LaCount, subcontractor under the Union Construction Company, to which company the State Highway Commission awarded the contract for widening the La Grande-Hot Lake Section of the Old Oregon Trail Highway in Union County.

In accordance with your request, we are sending you herewith a certified copy of said contract.

The certified copies of invoices are being filed in this office, and the surety on the bond, furnished in connection with said contract, is being notified in regard to your claims.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

July [illegible] 1951

U. S. Fidelity & Guaranty Co.,
Walter F. Cline, Resident Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

Andrews Equipment Service of Portland, have failed three claims with us against Carl LaCont, subcontractor under Union Construction Company, totalling $148.40.

You furnished a bond in connection with this contract (State Highway Contract No. 1203 for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail Highway), and we are therefore notifying you in regard to these claims.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MJ

CC Union Construction Co.,
Board of Trade Bldg.,
Portland, Ore.

#1203

W. D. ANDREWS, MANAGER

ANDREWS EQUIPMENT SERVICE
DAY OR NIGHT
CONTRACTORS EQUIPMENT
102 NORTH BROADWAY
PORTLAND, OREGON

TELEPHONES
DAY OR NIGHT
BROADWAY 5521

July 11, 1931

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Please furnish us with a certified copy of the bond given by the Union Construction Company, on the contract they had for construction work near La Grande, Oregon. This work was completed near the close of 1930.

The enclosed certified copies of invoices constitute our claim against Carl LaCont sub-contractor under the Union Construction Company.

Yours truly,

ANDREWS EQUIPMENT SERVICE

T. McGilchrist

T. McGilchrist

TM/KT
ENCL.

RECEIVED
JUL 13 1931
OREGON
STATE HIGHWAY COMMISSION

ANDREWS EQUIPMENT SERVICE

102 N. Broadway — Phone BRoadway 1661

PORTLAND, OREGON

CUSTOMER'S ORDER NO. & DATE

REQUISITION NO.

CONTRACT NO.

REFER TO INVOICE NO. 3444

INVOICE DATE 9/8/30

VENDOR'S NOS.

SOLD TO Carl LaCont
La Grande, Oregon

SHIPPED TO AND DESTINATION

DATE SHIPPED — FROM — PREPAID OR COLLECT?

CAR INITIALS AND NO. — F. O. B.

HOW SHIPPED AND ROUTE

TERMS

FOR CUSTOMER'S USE ONLY

REGISTER NO. | VOUCHER NO.

F. O. B. CHECKED

TERMS APPROVED | PRICE APPROVED

CALCULATIONS CHECKED

TRANSPORTATION

FREIGHT BILL NO. — AMOUNT

MATERIAL RECEIVED

_____ 19____

DATE — SIGNATURE — TITLE

SATISFACTORY AND APPROVED

ADJUSTMENTS

ACCOUNTING DISTRIBUTION

AUDITED | FINAL APPROVAL

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT

Rental on:

1 Used Kohler Light Plant with 2 headlights and 50' cord

from 8/16/30 to 9/16/30 — 1 Mo. — $50.00

I certify the foregoing to be correct and unpaid.

W. D. Andrews

W. D. Andrews

ANDREWS EQUIPMENT SERVICE

102 N. Broadway — Phone BRoadway 1661

PORTLAND, OREGON

CUSTOMER'S ORDER NO. & DATE

REQUISITION NO.

CONTRACT NO.

REFER TO INVOICE NO. 3052

INVOICE DATE 8/8/30

VENDOR'S NOS.

SOLD TO Carl LaCont
LaGrande, Oregon

SHIPPED TO AND DESTINATION

DATE SHIPPED

CAR INITIALS AND NO.

HOW SHIPPED AND ROUTE

TERMS

FROM

F. O. B.

PREPAID OR COLLECT?

FOR CUSTOMER'S USE ONLY

REGISTER NO. | VOUCHER NO.

F. O. B. CHECKED

TERMS APPROVED | PRICE APPROVED

CALCULATIONS CHECKED

TRANSPORTATION

FREIGHT BILL NO. | AMOUNT

MATERIAL RECEIVED

DATE ____ 19 ____ SIGNATURE ____ TITLE ____

SATISFACTORY AND APPROVED

ADJUSTMENTS

ACCOUNTING DISTRIBUTION

AUDITED | FINAL APPROVAL

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
	Rental on:		
	1 Used Kohler Light Plant with 2 headlights and 50' cord		
	from 6/16/30 to 7/16/30	1 Mo.	$50.00

I certify the foregoing to be correct and unpaid.

W. D. Andrews

W. D. Andrews

ANDREWS EQUIPMENT SERVICE

102 N. Broadway — Phone BRoadway 1661

PORTLAND, OREGON

CUSTOMER'S ORDER NO. & DATE

REQUISITION NO.

CONTRACT NO.

REFER TO INVOICE NO. 3068

INVOICE DATE 9/1/30

VENDOR'S NOS.

SOLD TO Carl LaCont
La Grande, Oregon

SHIPPED TO AND DESTINATION

DATE SHIPPED — FROM — PREPAID OR COLLECT?

CAR INITIALS AND NO. — F. O. B.

HOW SHIPPED AND ROUTE

TERMS

FOR CUSTOMER'S USE ONLY

REGISTER NO. | VOUCHER NO.

F. O. B. CHECKED

TERMS APPROVED | PRICE APPROVED

CALCULATIONS CHECKED

TRANSPORTATION

FREIGHT BILL NO. | AMOUNT

MATERIAL RECEIVED

_____ 19____

DATE | SIGNATURE | TITLE

SATISFACTORY AND APPROVED

ADJUSTMENTS

ACCOUNTING DISTRIBUTION

AUDITED | FINAL APPROVAL

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
	Sale:		
100'	Cable, blue center modified steel	@ .26	$26.00
90'	Cable, blue center modified steel with ends burned	@ .26	23.40
			$49.40

I certify the foregoing to be correct and unpaid.

W. D. Andrews

W. D. Andrews

#1203

PR 1390

July 2, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sirs

This is to acknowledge receipt of your letter of the 1st instant in which you inclose three copies of the notice of claim which has been filed in your office by the Pure Iron Culvert & Manufacturing Company against the Union Construction Company for materials furnished in the sum of $586.82 in connection with the widening of the La Grande-Hot Lake Section of the Old Oregon Trail.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FW

July 2, 1931

U. S. Fidelity & Guaranty Company
1208 Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of three notices of claims which have been filed in the office of the Secretary of State by the Pure Iron Culvert & Manufacturing Company against the Union Construction Company. One of these claims is in connection with the Silver Lake-Picture Rock Section of the Fremont Highway and is in the sum of $3936.93. The other two are in connection with the La Grande-Hot Lake Section of the Old Oregon Trail and are in the sums of $586.82 and $619.40, all three claims being for materials furnished.

This information is given you as you appear as surety on the bonds furnished by the Union Construction Company on these contracts.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

cc Union Construction Company
618 Board of Trade Bldg.
Portland, Oregon

Secretary of State

C. N. LAUGHRIDGE,
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
JUL 2 1931
OREGON
STATE HIGHWAY COMMISS

July 1, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by Pure Iron Culvert & Mfg. Company, for materials furnished in the sum of $586.82 against the bond taken from the Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the LaGrande-Hot Lake Section of the Old Oregon Trail.

We are enclosing for your information and files a copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc.

PURE IRON CULVERT & MFG. CO.

"ARMCO" Products
Corrugated Culverts
Siphons
Irrigation Flume
Head Gates

ARMCO
Ingot iron

Page Fence
Highway Guard
Panel Partitions
Well Curbing
Pipe

765-769 Gladstone Avenue
PORTLAND, OREGON
Telephone Sellwood 2275

June 30, 1931

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned PURE IRON CULVERT & MFG. CO. has a claim for materials furnished September 15, 1930, according to copy of invoice attached, and that the said culvert was and is of the reasonable and agreed value of $586.82, no part of which has been paid and same is now past due and owing; that the said materials were furnished for the Union Construction Company, a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Company, whose surety is United States Fidelity and Guaranty Company, and that said materials were furnished on the LaGrande - Hot Lake Section of the Old Oregon Trail.

Dated this thirtieth day of June, 1931.

PURE IRON CULVERT & MFG. CO.

E. W. GIBSON

Vice President

EWGibson
MK

Endorsed: File No. 955
Filed July 1, 1931
HAL E. HOSS,
Secretary of State.

9-12-50
LS

INVOICE

PURE IRON CULVERT & MFG. CO.
765-769 Gladstone Ave.
Portland, Oregon
Telephone Sellwood 2275

Our Invoice No. 1609

Our Order No. 1601

Your Order 9-12-50

Date Shipped 9-15-50

Date Sept. 15, 1950

SOLD To Union Construction Company

Routed OWR&N Freight Ppd. Address Portland, Oregon

F. O. B. Lone Tree Siding, Ore.

Shipped to Same

Terms Net cash 30 days

No cash discount
6% interest charged on all past due accounts

Address Lone Tree Siding, Oregon

"ARMCO" Products
Corrugated Culverts
Siphons
Irrigation Flume
Pipe
Head Gates
Well Curbing
Page Highway Guard

	Description		Quantity	Rate	Amount
	VH Brand, Galvanized Corrugated Riveted Pipe Culvert, as Follows:				
12	Pcs. 18" diam. 14 ga. 20' long	240'			
6	" 18" " 14 " 10' "	60'	300'	1.61	$483.00
6	Only 18" diam. connecting bands		6	1.61	9.66
2	Pcs. 36" diam. 12 ga. 10' long		20'	4.28	85.60
2	Only 36" diam. connecting bands		2	4.28	8.56
					$586.82

All claims for shortage must be made immediately on receipt of goods.

#1203
PR 1390

July 2, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 1st instant in which you inclose three copies of the notice of claim which has been filed in your office by the Pure Iron Culvert & Manufacturing Company against the Union Construction Company for materials furnished in the sum of $618.40 in connection with the widening of the La Grande-Hot Lake Section of the Old Oregon Trail.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW

July 2, 1931

U. S. Fidelity & Guaranty Company
1206 Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of three notices of claims which have been filed in the office of the Secretary of State by the Pure Iron Culvert & Manufacturing Company against the Union Construction Company. One of these claims is in connection with the Silver Lake-Picture Rock Section of the Fremont Highway and is in the sum of $3936.93. The other two are in connection with the La Grande-Hot Lake Section of the Old Oregon Trail and are in the sums of $586.82 and $619.40, all three claims being for materials furnished.

This information is given you as you appear as surety on the bonds furnished by the Union Construction Company on these contracts.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FH
Inc.

cc Union Construction Company
618 Board of Trade Bldg.
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE,
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
JUL 2 1931
OREGON
STATE HIGHWAY COMMISSION

July 1, 1931

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building

Dear Sir:

This is to advise that we received and filed as of this date a notice of claim by Pure Iron Culvert & Mfg. Company, for materials furnished in the sum of $618.40 against the bond taken from the Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the LaGrande-Hot Lake Section of the Old Oregon Trail.

We are enclosing a copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

HM

By E. Burke Libby

PURE IRON CULVERT & MFG. CO.

"Armco" Products
Corrugated Culverts
Siphons
Irrigation Flume
Head Gates

ARMCO
Ingot Iron

783-789 Gladstone Avenue
PORTLAND, OREGON
Telephone Sellwood 2275
June 30, 1951

Page Fence
Highway Guard
Panel Partitions
Well Curbing
Pipe

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned PURE IRON CULVERT & MFG. CO. has a claim for materials furnished July 28, 1950, according to copy of invoice attached, and that the said culvert was and is of the reasonable and agreed value of $618.40, no part of which has been paid and same is now past due and owing; that the said materials were furnished for the Union Construction Company, a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Company, whose surety is United States Fidelity and Guaranty Company, and that said materials were furnished on the LaGrande - Hot Lake Section of the Old Oregon Trail.

Dated this thirtieth day of June 1951.

PURE IRON CULVERT & MFG. CO.

E. W. GIBSON
Vice President

EWGibson:HK

Endorsed: File No. 954
Filed July 1, 1951
HAL E. HOSS,
Secretary of State

7-28-30
Mail

INVOICE

PURE IRON CULVERT & MFG. CO.
765-769 Gladstone Ave.
Portland, Oregon
Telephone Sellwood 2275

Our Invoice No. 1492

Our Order No. 1496

Your Order 7-22-30

Date Shipped 7-26-30

Routed OWR&N Freight Ppd.

F. O. B. Hot Lake, Oreg.

Terms Net cash

No cash discount
8% interest charged on all past due accounts

Date July 26, 1930

Sold to Union Construction Company
626 Board of Trade Bldg.
Address Portland, Oregon

Shipped to same
Address Hot Lake, Oregon

"ARMCO" Products
Corrugated Culverts
Siphons
Irrigation Flume
Pipe
Head Gates
Well Curbing
Page Highway Guard

Sta. Nos.	Description	Quantity	Rate	Amount
	VM Brand, galvanized corrugated riveted pipe culvert, as follows:			
55	2 Pcs. 12" diam. 16 ga. 8' long 16'	32'	.89	$ 28.48
85	2 " 12" " 16 " 8' " 16'			
	4 Only 12" " Bands	4	.89	3.56
—	8 Pcs. 18" diam. 14 ga. 14' long	112'	1.61	180.32
31	2 Pcs. 24" diam. 14 " 6' "	12'	2.10	25.20
	2 Only 24" " Bands	2	2.10	4.20
42	4 Pcs. 36" " 12 ga. 10' long 40'			
	4 " 36" " 12 " 10' " 40'	80'	4.28	342.40
	8 Only 36" " Bands	8	4.28	34.24
				$618.40

Culvert inspected by the Oregon S
Highway Commission before shipment

All claims for shortage must be made immediately on receipt of goods.

Form 88—C-10767—2M—12-28

OREGON STATE HIGHWAY DEPARTMENT PP 139 C NOTED

FIELD ENGINEER'S WEEKLY REPORT

Date June 6, 1931

Job name La Grande-Hot Lake — Week from May 31 to June 6

Mail address La Grande, Oregon.

Highway Old Oregon Trail — Telegraph or telephone address La Grande, Oregon.

County Union — Job prefix 31 1H — Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors have made very poor progress in their crushing operations during the week and have succeeded in getting about two days run only. A broken crusher shaft caused a two day shutdown and other troubles of a minor nature were frequent. The plant now appears to be running more efficiently and a much better production is anticipated in the future.

RECEIVED JUN 1931

(See back of this sheet for instructions and detailed information.)

Signed A C Williamson

Title

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 4.8

Miles completed 0.3

Miles partially done 4.5

Total cubic yards in project 25,000 cu.yds. rock
17,500 cu.yds. gravel

Cubic yards produced to date 800 cu.yds. rock
17,500 cu.yds. gravel.

Average daily yardage produced this week 400 yds.--2 days run only.

Average daily yardage necessary to complete on time 560 cu.yds.

Contractor's average force for week 19 *men,*

2 *teams,* 4 *trucks*

Project will be completed about August 15.

Number of men in Engineering Party 2 checkers

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 31 PH *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

CC CC

PR 13 9e

UNITED STATES DEPARTMENT OF AGRICULTURE

May 28, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of May 21st, we are enclosing herewith three copies of contract for the widening of the La Grande-Hot Lake Section, and likewise three copies of contract for the production of bituminous macadam aggregate.

Very truly yours,

REX A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/EH.

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

May 21, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We are holding the voucher on Oregon Federal Aid Project No. 139-C in the amount of $26,267.65 in this office. The voucher cannot be forwarded for payment until the required copies of contract and bond have been furnished us.

We have requested verbally on two occasions that the contracts be furnished us. Your prompt attention will prevent any further delay in paying this voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 22 1931
OREGON
STATE HIGHWAY COMMISSION

P1f139c Exp 8919

Oregon Emergency Federal Aid Project No. 139, Section C.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 10, 1931, by the State Highway Commission of Oregon, and on March 25, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 139, Section C, now designated as Oregon Emergency Federal Aid Project No. 139, Section C: and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section C to provide for the construction of bituminous macadam 4 ft. widening and 16 ft. resurfacing, between survey stations 13+00 and 212+00, and bituminous macadam wearing surface 20 ft. wide between survey stations 212+00 and 433+00; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $45,339.80 to $102,024.45, and that the Federal funds approved and set aside to the credit of said Section C be increased from $28,214.95 to $56,557.27; and

WHERRAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.) be provided to cover the State's share of the cost of construction eligible, thereto:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of fifty-six thousand, five hundred fifty-seven and 27/100 dollars ($56,557.27) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article I shall read:

> "Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:
>
> (a) By the State, $28,342.33, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds", together with any additional amount necessary to cover the State's share of the cost of construction shall be met from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (c) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (d) to read:

"(d) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of fifty-six thousand, five hundred fifty-seven and 27/100 dollars ($56,557.27), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred two thousand, twenty-four and 45/100 dollars ($102,024.45), the approved total estimated cost of Section C of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 13th day of May, 1931, and

the Secretary of Agriculture on the 2nd day of June, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 139, Section C.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 13+00, a point 1394 ft. south of the south city limits of La Grande, and survey station 433+00 at the Hot Lake Overcrossing of the O.W.R. & N. Railway in the N.E.¼ of Sec. 15, T.3 S., R.39 E. (excepting therefrom those portions between survey stations 255+71 and 255+88, 292+66 and 292+90, and 310+64 and 310+76), locally known as the Old Oregon Trail between La Grande and Ontario, Union County,

Emergency Federal Aid Section C, and designated in the records of this Department as Project No. 139-1, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $102,024.45 in lieu of the $28,214.95 approved by Certificate of March 25, 1931 Section C of as the total estimated cost of said project, and the sum of $56,557.27 Section C of authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the ~~percent~~ of said total estimated cost.

Done at the city of Washington, this 2nd day of June one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

Clerk

GOVERNMENT PRINTING OFFICE 8—4810

STENCIL NO. 124

P.P. 139-C

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Oregon F.A.P. 139-C

Post Office Building
Portland, Oregon.

April 17, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

RECEIVED
APR 18 1931
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

Encl.

One copy of the approved detailed estimate and one copy of the approved special provisions are enclosed.

1931

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Oregon F.A.P. 139-C

Post Office Building
Portland, Oregon.

April 17, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By _____
L. J. Caufield
Highway Engineer

One copy of the approved detailed estimate and one copy of the approved special provisions are enclosed.

SPECIAL PROVISIONS

LaGrande-Hot Lake Section, Widening

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A.M. (10:00 A.M.) on the twenty-sixth (26th) day of June, 1930.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of 7.96 miles of roadbed widening and gravel shoulder construction on the LaGrande-Hot Lake Section of the Old Oregon Trail in Union County. It includes, also, the grading of a line revision approximately 500 feet in length at Lone Tree.

The west end of the project is at Station 13+00, which station is at the south limit of the City of LaGrande. The east end of the project is at Station 433, which station is at the west end of the Hot Lake Overhead crossing of the O.W.R.R. & N. tracks.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than November 15, 1930.

CLEARING AND GRUBBING

Payment for whatever clearing and grubbing work may be necessary in connection with the performance of the work to be done under this contract, including work outside of the right of way limits as well as all work within the right of way limits, shall be understood to be included in the payments to be made for the excavation work and shoulder construction work, and no separate or additional payment of any kind will be made for the same.

GRADING WORK

Standard Specifications to Apply:

The widening of the roadbed and all other grading work shall be performed in accordance with the standard specifications for "Excavation and Embankment" as given on pages 22 to 26 of the standard specification form, except as hereinafter otherwise specifically provided.

Alignment:

While, in general, the centerline to which the grading work and the shoulder construction work is to be done will be the same as the centerline of the existing roadway, there are some deviations from that condition, which deviations are indicated by the diagram along the upper edge of the profile drawing. It is understood that at the places where the new centerline does thus deviate from the centerline of the existing roadway, the positions of the new roadbed slopes with reference to the existing surfacing, the widths of the new gravel shoulders, and other details of the cross-sections will not be exactly as shown in the typical cross-section plans, but will be such as will best center the new roadbed and surfaced roadway on the new centerline without any disturbance of the existing surfacing.

On the portion of the project which is between Stations 217 and 224, the new centerline deviates a considerable distance from the centerline of the existing macadam, and at that location it will be necessary to construct a section of new grade, which new grade will interfere with a railroad spur track which is in place there. This new grade shall be constructed to the lines, grades and cross-section established by the engineer and shall be provided with a gravel surfacing as hereinafter specified. The rails and ties in the spur track will be removed by state forces or their removal will be paid for as extra work.

Borrow Pits, Ditch Excavation and Channel Changes:

All side ditches, borrow pits, channel changes and other excavations shall be excavated to the widths, slopes, depths and bottom grade elevations ordered by the engineer, and unless otherwise ordered by the engineer, all excavated materials shall be used in the construction of the roadbed.

Payment for the excavating of ditches and the making of channel changes will be made at the same unit prices as apply to roadbed excavation work.

EMBANKMENTS TO BE ROLLED

The new embankments shall be levelled off at such grade that after they have been rolled and have been further built up by the materials to be excavated from the trench in which the gravel shoulder is to be constructed, they will be at proper elevation with respect to the existing oiled macadam surfacing. When they have been so levelled off, they shall be rolled until at least the upper twelve inches of material is thoroughly compacted. If

after having been thus rolled, the top surface is uneven or not at the elevation intended, they shall be bladed smooth and shall have additional materials placed upon them as required, and shall be rerolled.

EXTENSION OF BRIDGES AND CULVERTS

The work of extending concrete bridges and concrete box culverts to conform with the widened roadbed will be performed by state forces or will be paid for as extra work.

The work of extending the existing corrugated iron pipe culverts shall be performed by the contractor.

For such new corrugated iron pipe as is furnished and used by the contractor in pipe culvert extensions, payment will be made at the unit price bid for the respective size of "Corrugated Galvanized Iron Pipe." Payment for extensions made of corrugated iron pipe salvaged from the existing roadway as hereinafter provided shall be understood to be included in the payments made under the item "Salvaging and Reinstalling Culvert Pipe."

The prices bid for corrugated galvanized iron pipe and for salvaging and reinstalling culvert pipe shall be understood to include and cover the removing of old headwalls from the pipe culverts which are to be extended, and the joining of the extensions to the existing pipes by means of suitable collars, as well as the furnishing (or salvaging) of the pipe, the placing of the same, and the backfilling around and over the same.

Payment for the making of the excavations in which the pipes are to be installed will be made at the same unit prices as apply to roadbed excavation work.

SALVAGING AND REINSTALLING CULVERT PIPE

Work to be Done:

Under this item, the contractor shall take up such of the pipe culverts now in place on the existing road and approaches thereto as the engineer may direct, and shall reinstall them at such road crossings, approach drives, and other locations as the engineer may designate.

Measurement and Payment:

Payment for the salvaging and reinstalling of the old culvert pipe will be made at the price bid per lineal foot for "Salvaging and Reinstalling Culvert Pipe," which price shall be understood to cover the taking up, hauling and reinstalling of the pipe, the taking-off of the old headwalls, and whatever other work and expense may be involved in the satisfactory salvaging and reinstalling of the pipe. They shall not, however, be understood to include the excavation necessary to uncover the old pipe, the excavation of the trench in which the pipe is to be placed, or the construction of new headwalls, all of which work will be paid for at the unit prices bid for the appropriate items.

FORTY-EIGHT INCH CULVERT PIPE

The 48-inch corrugated galvanized iron culvert pipe to be furnished under this contract shall be made of ten (10) gauge metal. In all other respects it shall conform with the standard specifications given on pages 74 to 76 of the standard specification form.

CONSTRUCTION OF GRAVEL SHOULDERS

Work to be Done:

Under this specification, the contractor shall construct a shoulder of pit-run gravel along each side of the existing surfacing.

Width, Thickness, Etc.:

Where the new centerline coincides with the centerline of the existing surfacing, the shoulders shall be of the widths shown on the plans, which widths are as follows:

Station 13+00 to Station 212+00	4 feet
Station 212+00 to Station 433+00	3 feet

The shoulders are to be constructed in two courses, the loose thickness of each course to be approximately six (6) inches.

Materials:

The gravel to be used in the construction of gravel shoulders shall be pit-run gravel obtained from the state leased gravel pit on the Ladd Canyon Market Road approximately two miles south of Lone Tree (Station 240).

The contractor will be allowed to take gravel from this pit without the payment of royalty or other charge.

Details of Construction:

After the roadbed has been widened and the tops of the embankments have been leveled off and rolled as hereinbefore specified, tronches in which to construct the gravel shoulders shall be constructed along each side of the existing surfacing. These trenches shall be of the same width as is specified or ordered for the gravel shoulders which are to be constructed within them, and the bottom elevations of the trenches shall be nine inches lower than the elevations of the edges of the oiled macadam surfacing.

The materials excavated from the trenches shall be deposited on the earth shoulders alongside of the trenches, and, in so far as is practicable without performing the operation by hand, the gravel from the existing gravel shoulder shall be deposited in such manner that it can later be moved back and used as a filler or topping for the new gravel shoulders.

In the trench prepared as above specified, the first course of the gravel shoulder materials shall be deposited and compacted by sprinkling and rolling. The second course of shoulder materials shall then be spread, following which the old gravel taken from the trench excavation and deposited alongside the trench, as above specified, shall be spread over the top of the new gravel and mixed therewith by means of suitable blades, harrows or drags. Earth filler shall also be furnished and mixed with the new gravel if the engineer so orders. The course shall then be compacted by sprinkling and rolling.

In case any stones more than two (2) inches in diameter are not fully embedded in the shoulder after the rolling and sprinkling work is completed, such stones shall be picked out of the shoulder and disposed of in some manner acceptable to the engineer.

Trimming of Earth Shoulders:

When the construction of the gravel shoulders has been completed, the earth shoulders alongside shall be leveled off and trimmed as hereinafter specified in the specifications relating to the construction of gravel surfacing.

Measurement and Payment:

For the construction of the gravel shoulders as above specified, including the trenching of the subgrade, the salvaging of the old shoulder gravel, the furnishing and placing of the new gravel (except hauling), the sprinkling and rolling work, and the trimming of the earth shoulders, payment will be made at the price bid per cubic yard for "Pit-run Gravel in Place." The quantity to be paid for at that price shall be the number of cubic yards of new gravel furnished and incorporated in the work. The gravel will be measured in the trucks at the point of loading.

For the hauling of the gravel from the gravel pit to the places of deposit on the road, payment will be made at the price bid per yard mile for "Hauling Gravel, Truck Measure." The haul distances will be measured in half-mile units, fractional half-miles being allowed for as full half-miles.

For earth filler materials brought in in trucks, payment will be made at the prices bid for "Earth Filler and "Filler Haul," the basis of payment to be as specified in the standard specification for "Earth Filler." Payment for filler materials bladed in or shoveled in from the earth shoulder alongside the gravel shoulder, shall be understood to be included in the payments made for "Pit-run Gravel in Place."

GRAVEL SURFACING

Work to be Done:

The work to be done under this specification consists of the construction of a gravel surfacing on the section of new roadbed that is to be graded between Stations 217 and 224.

Materials:

The materials to be used in the construction of the gravel surfacing shall be pit-run gravel from the state leased gravel pit on the Ladd Canyon Market Road two miles south of Lone Tree, and gravel salvaged from the section of the existing road which is to be replaced by the new grade.

Width, Thickness, Etc.:

The gravel surfacing shall be constructed to a width of twenty-four (24) feet with a crown of two and one-half inches. It shall be constructed in three courses, the first and second courses to be six (6) inches (each) in loose thickness, and the third course to be from four to six inches in thickness, depending upon the amount of suitable salvaged material that may be found to be available.

The first and second courses of the surfacing shall be constructed of new pit run gravel. The third or top course shall be constructed of gravel salvaged from the old road.

Preparation of Subgrade:

By means of blade graders and other suitable equipment, the subgrade shall be brought to uniform crown and grade with a surface free from ruts, humps and depressions. It shall then be trenched, the trench being cut to the crown shown in the typical cross-section plan, and to such depth that after the surfacing is completed and the earth shoulders are leveled down as hereinafter provided, the position of the surfacing with reference to the earth shoulders will be as indicated in the plan. The trench shall be trimmed accurately to line, crown and grade, the excavated materials being deposited along the edges of the trench so as to form shoulders between which to construct the surfacing.

If, after the subgrade has been prepared, any stones or rocks more than three inches in diameter protrude above the general surface level of the subgrade, such stones or rocks shall be removed from the subgrade and disposed of in some manner satisfactory to the engineer.

Details of Construction:

On the subgrade prepared as above specified, the surfacing shall be constructed in three courses, each course being separately filled, processed, sprinkled and rolled as may be necessary to produce a firmly bound and well compacted surfacing with a smooth and easy riding surface.

All rocks and stones more than two (2) inches in diameter that are not fully embedded in the surfacing shall be picked out and disposed of in a manner acceptable to the engineer. Only such of the old gravel surfacing materials on the old road as can be salvaged unmixed with dirt, shall be used in the wo

Trimming ofShoulders:

After the top course of the surfacing has been placed and compacted, the earth shoulders shall be leveled down, and the entire roadbed surface shall be made to conform to the cross-section indicated in the cross-section plan. If there be any excess of excavated materials, or, if any rock fragments or stones project above the level of the shoulders, such excess materials and rock fragments and stones shall be picked up and disposed of to the satisfaction of the engineer. All earth, stones, rocks, and other matter that may come into the cut ditches as a result of the contractor's operations, shall be removed from the ditches and disposed of in a satisfactory manner.

Measurement and Payment:

For the construction of gravel surfacing as above specified, payment will be made for the following items:

1. Pit-run Gravel in Place
2. Salvaged Gravel in Place
3. Earth Filler
4. Filler Haul
5. Hauling Gravel, Truck Measure.

The bases of measurement for "Pit-run Gravel in Place," "Earth Filler," "Filler Haul" and "Hauling Gravel, Truck Measure" shall be the same as hereinbefore specified under the head "Gravel Shoulders."

The quantity to be paid for at the price bid for "Salvaged Gravel in Place" shall be the number of cubic yards (measured in trucks) of old gravel salvaged from the existing road and incorporated in the surfacing as specified. The price bid for that item shall be understood to include the cost of the hauling of the salvaged materials as well as the cost of salvaging and placing, and no separate payment for the hauling of those materials will be made.

EARTH FILLER

The earth filler to be used in the construction of gravel shoulders and gravel surfacing shall be furnished and paid for as specified in the standard specification for earth filler, except as follows:

1. No clay shall be used as earth filler.

2. The quantity of earth filler shall not exceed fifteen (15) per cent of the quantity of gravel with which it is incorporated.

3. Payment for filler bladed in from the earth shoulders of the roadbed shall be understood to be included in the payments made for "Pit-run Gravel in Place" and such filler material will not be separately paid for at the price bid for "Earth Filler."

MISCELLANEOUS PROVISIONS

Limitations and Requirements Relating to Equipment and Methods:

All trucks used in connection with hauling operations shall be equipped with pneumatic tires on all wheels, and all loads shall be limited to three (3) cubic yards. No equipment or methods of performance of work shall be used which will damage in any way the existing surfacing. The movement of earth or other materials across the surfacing by means of fresnoes, slips, blades or other like equipment will not be permitted.

Schedule of Performance:

All grading work shall be completed by not later than September 30, 1930.

The gravel shoulder construction between Stations 225 and 433 shall be completed by not later than September 30, 1930.

Rolling:

Except as may be otherwise authorized by the engineer, all rolling work to be done under this contract shall be done with a three-wheeled power roller weighing at least ten tons.

ADDITIONAL SPECIAL PROVISIONS

Surety is Liable for Claims Due Industrial Accident Commission:

Section 2991, Oregon Laws, and Section 6716, Oregon Laws as amended by Chapter 84, Laws of 1923, were amended by Chapters 136 and 137, Laws of 1929, by which later amendments claims due the State Industrial Accident Commission are protected by the bond given in connection with a contract for public improvements. Therefore, said Chapters 136 and 137, General Laws of Oregon, 1929, are by this reference thereto made parts of this agreement and of the accompanying bond, to the same extent and for the same purpose as though the conditions and requirements specified in said statutes were written herein, and the conditions and obligations provided for in said statutes shall be deemed to be a part of the conditions and obligations of said bond, and the principal and the surety on said bond hereby agree to promptly pay, as due, the claims of the Industrial Accident Commission as well as claims for material and labor.

ADDITIONAL INSTRUCTIONS TO BIDDERS

Revised Specifications and Contract Agreement Form:

The work to be done is to be done in accordance with the provisions, terms, specifications and requirements set out in the "Standard Specification and Contract Agreement Form" issued by the State Highway Commission under date of January 1, 1929. The bidder is expected to secure for himself a copy of this form and to familiarize himself fully with all of the provisions thereof.

Revised Proposal Form:

The bidder's attention is called to the fact that the proposal form contains some instructions and provisions that did not appear in the proposal form which was in use during the year 1928. All instructions and provisions contained in the proposal form should, therefore, be read carefully.

Bidder's Bonds:

Attention is called to that clause on page 4 of the proposal form which provides that if bidder's bonds are given as proposal guaranty, the same must be executed on the State Highway Commission's standard proposal bond form. The agent of the surety company furnishing the bond should be advised of the requirements stated in that clause, as failure of compliance therewith will result in the rejection of the bid.

A 4pr 8919

Form P. R. 2

State Oregon

Project No. 139, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of March, 19 31

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of November, 19 27, a project statement, which was approved by the Secretary on the 7th day of January, 19 28, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 14th day of July 19 30, and approved by the Secretary on the 25th day of March, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty-eight thousand, two hundred fourteen and 95/100

dollars ($28,214.95) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap.31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ---- of ----
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ----
(State how placed under direct control of Highway Department)

*(c) ----

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 13+00, a point 1394 ft. south of the south city limits of LaGrande, and survey station 433+00 at the Hot Lake Overcrossing of the O.W.R. & N. Railway in the N.E.¼ of Sec. 15, T.3 S., R.39 E., (excepting therefrom those portions between survey stations 255+71 and 255+85, 292+66 and 292+90, and 310+64 and 310+76).

---- terminal points, a distance of 7.942 miles, known locally as the Old Oregon Trail between LaGrande and Ontario, Union County, being Section C of Oregon Federal Aid Project No. 139.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(c) The Highway Department hereby agrees that, within one year after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project, such additional width of surfacing between survey stations 13 and 212 as will adequately meet the traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of twenty-eight thousand, two hundred fourteen and 95/100 dollars ($ 28,214.95), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-five thousand, three hundred thirty-nine and 80/100 dollars ($ 45,339.80), the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____

(Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—8518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 25th day of March, 1931.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H. B. Brownell
Chairman, State Highway Commission
(Title of officer)

By C. E. Smith
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

Attest: R. W. Newell
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 13+00, a point 139½ ft. south of the south city limits of LaGrande, and survey station 433+00 at the Hot Lake Overcrossing of the O.W.R.& N. Railway in the N.E.¼ of Sec. 15, T.3 S., R.39 E., (excepting therefrom those portions between survey stations 255+71 and 255+88, 292+66 and 292+90, and 310+64 and 310+76)

locally known as the Old Oregon Trail between LaGrande and Ontario, Union County,

and designated in the records of this Department as Section C of Project No. 139, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 45,339.80 as the total estimated cost of Section C of said project, and the sum of $ 25,214.95 as the share of the United States, payable under said acts on account of Section C of such project, which does not exceed authorised Federal pro rata share the/ [illegible] of said total estimated cost.

Done at the city of Washington, this 25th day of March one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

GOVERNMENT PRINTING OFFICE 5-4629

R. W. Dunlap
Acting Secretary of Agriculture.

#1203
Union Co
PF 139

April 15, 1931

United States Fidelity & Guaranty
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim of the Hart Construction Company for labor and materials furnished in the sum of $2550.18 in connection with the construction of the LaGrande-Hot Lake Section of the Old Oregon Trail, said claim being against the Hart Construction Company.

This information is given you as you appear as surety on the bond furnished in this instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

PW
Inc.

cc. Hart Construction Company
La Grande, Oregon

April 15, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 14th instant in which you inclose three certified copies of the notice of claim filed by the Hart Construction Company for labor and materials furnished in the sum of $2550.12 against the Union Construction Company in connection with the construction of the La Grande-Hot Lake Section of the Old Oregon Trail, contract #1205.

We are today forwarding copies of this notice to the contractor and the surety on their bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

Pw

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 14, 1931

Oregon State Highway Commission
Oregon State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from John Lichty, Attorney, 507 Failing Bldg., Portland, Oregon, and filed as of this date, a notice of claim by Hart Construction Company for labor and materials furnished in the sum of $2550.12 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, in connection with the construction of the LaGrande-Hot Lake Section of the Old Oregon Trail, contract No. 1203.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Lubby

HM
encs.

RECEIVED
APR 15 1931
OREGON
STATE HIGHWAY COMMISSION

COPY

NOTICE OF CLAIM

TO: THE STATE OF OREGON
and
HAL E. ROSS, Secretary of State:

NOTICE IS HEREBY GIVEN that the undersigned claimants, John F. Hart and Edward A. Hart, doing business under the name and style of Hart Construction Company, have a claim for materials furnished and labor performed in the sum of Twenty-five Hundred Fifty and 12/100 ($2550.12) Dollars against the bond taken from Union Construction Company as principal, and United States Fidelity and Guaranty Company as surety, for the work of grading and surfacing the La Grande-Hot Lake Section of the Old Oregon Trail, under state highway contract number 1203; that the claimants had a contract with the Union Construction Company for furnishing, hauling and spreading all gravel and filler required in the performance of the said contract by the Union Construction Company, and the amount of this claim is the amount remaining due the claimants under said contract.

DATED this 11th day of April, 1951.

EDWARD A. HART

JOHN F. HART
Co-partners doing business as
Hart Construction Company.

Endorsed: File No. 927
Filed April 14, 1951
HAL E. ROSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by John F. Hart and Edward A. Hart, doing business as Hart Construction Company, for labor and materials furnished in the sum of $2550.12 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for construction work on the LaGrande-Hot Lake Section of the Old Oregon Trail, contract No. 1203, with the original notice of claim filed in the office of the Secretary of State on April 14, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 14th day of April, A. D. 1931.

Hal E. Hoss

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by John F. Hart and Edward A. Hart, doing business as Hart Construction Company, for labor and materials furnished in the sum of $2550.1? against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for construction work on the LaGrande-Hot Lake Section of the Old Oregon Trail, contract No. 1203, with the original notice of claim filed in the office of the Secretary of State on April 14, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 14th day of April, A. D. 1931.

Hal E. Hoss
Secretary of State

April 10, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement, covering the La Grande-Hot Lake Section, Project No. 130-C.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dicts. by J. W. Nash/EB.

encls.

Oregon State Highway Department — Emergency Project No. 130-C

LA GRANDE-HOT LAKE SECTION

OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate as basis for modified agreement. Based on low bid prices)

Salem, Oregon, April 9, 1931.

ITEM 1 LA GRANDE-LONE PINE (STA. 13+00 TO STA. 212+00)

Shoulder Widening

28,500 cu. yds.	Common Excavation	$0.24	$6,732.00
1,500 yd. stas.	Overhaul	0.02	30.00
3,480 yd. mis.	Truck Haul (Exc. Materials)	0.20	696.00
40 lin. ft.	12" Corr. Galv. Iron Pipe	1.05	42.00
170 " "	18" " " " "	2.00	340.00
30 " "	24" " " " "	2.60	78.00
80 " "	30" " " " "	5.00	400.00
80 " "	48" " " " "	8.00	640.00
480 " "	Salv. and Reinstall. Culvert Pipe	0.40	192.00
6,500 cu. yds.	Pit-run Gravel in Place	0.26	6,175.00
470 " "	Earth Filler	0.20	94.00
700 yd. mis.	Filler Haul	0.18	126.00
28,100 cu. yds.	Hauling Gravel Truck Measure	0.17	4,777.00
			$10,772.00

Pavement Widening and Resurfacing Aggregate

720 cu. yds.	2½" - 1½" Broken Stone in Stk.Pile	1.15	$ 828.00
1,710 " "	1½" - 3/4" " " " " "	1.15	1,966.50
600 " "	3/4" - 1/2" " " " " "	1.25	750.00
670 " "	1/2" - 1/4" " " " " "	1.25	837.50
10,000 yd. mis.	Hauling Broken Stone (Pile Meas.)	0.14	1,400.00
			$ 5,782.00

Widening and Resurfacing Pavement

3.8 miles	Preparation of Base	50.00	190.00
3,360 cu. yds.	Placing Mineral Aggregate	1.50	4,200.00
4,150 yd. mis.	Hauling " "	0.20	830.00
209 tons	Asphalt in Place	28.50	5,957.00
280 cu. yds.	Gravel Shoulders	0.50	140.00
760 yd. mis.	Hauling Broken Stone (Pile Meas.)	0.20	152.00
			$11,656.00
	Sub-total, (Type I Roadway)		$37,019.50
	10% Engr. & Cont.		3,701.95
	Total, (Type I Roadway)		$40,721.45

Length of Type I Roadway 3.767 miles
Cost per mile, $10,810.04

TYPE 11 LONG TREE-HOT LAKE (STA. 212+00 TO STA. 451+00)

Shoulder Widening

30,200 cu. yds.	Common Excavation	$0.86	$7,242.00
4,700 cu. yds.	Intermediate Excavation	0.84	1,896.00
2,000 " "	Solid Rock Excavation	0.84	1,680.00
1,000 yd. sta.	Overhaul	0.02	20.00
5,550 yd. mls.	Truck Haul (Exc. Materials)	0.20	1,110.00
120 lin. ft.	18" Corr. Galv. Iron Pipe	2.00	240.00
120 " "	Salv. and Reinstall. Galv.Pipe	0.40	48.00
5,800 cu. yds.	Pit-run Gravel in Place	0.96	5,568.00
200 cu. yds.	Salvaged Gravel in Place	0.40	80.00
100 " "	Earth Filler	0.20	20.00
800 yd. mls.	Filler Haul	0.18	144.00
21,900 yd. mls.	Hauling Gravel, Truck Measure	0.17	3,723.00
			$ 21,360.00

Bituminous Macadam Aggregate

3,240 cu. yds.	2½" - 1½" Materials in Stk.Pile	1.15	$ 4,681.00
988 " "	1½" - 3/4" " " " "	1.15	1,127.00
500 " "	3/4" - ½" " " " "	1.25	737.50
700 " "	½" - ¼" " " " "	1.25	987.50
100 " "	Screenings	--	--
22,000 yd. mls.	Hauling Broken Stone,Pile Meas.	0.14	3,080.00
			$ 10,613.00

Bituminous Macadam Construction

4.2 miles	Preparation of Base	$0.00	$10.00
6,400 cu. yds.	Placing Mineral Aggregate	1.30	8,320.00
6,900 yd. mls.	Hauling " "	0.20	1,380.00
470 tons	Asphalt in Place	28.50	13,395.00
800 cu. yds.	Gravel Shoulders	0.50	400.00
1,000 yd. mls.	Hauling Shoulder Materials	0.20	200.00
			$ 24,025.00

Sub-total (Type 11 Roadway)	$ 56,750.00
10% Engr. & Cont.	5,675.00
Total (Type 11 Roadway)	$ 61,205.00

Length of Type 11 Roadway, gross 4.185 miles
Length of 3 bridges (non-part.) 52 ft. .010 "
Length of Type 11 Roadway, net 4.175 "
Cost per mile, Type 11, $14,662.35

Estimated percentage of work to be completed on Sept. 1, 1931 - 100%.

SUMMARY

Item	Total Cost	Federal Aid	Secondary Advance Funds	State Funds
TYPE 1 ROADWAY				
Shoulder Widening	$21,978.00	$13,674.17 (62.25%)	$ --	$ 8,299.43
Widen & Resurf. Pavement	18,747.45	9,373.72 (50%)	9,373.73	--
Totals Type 1	$40,725.45	$23,048.00	$9,373.73	$ 8,299.43
TYPE 11 ROADWAY				
Shoulder Widening	$25,586.20	$14,540.78 (62.25%)	$ --	$ 8,815.42
Bit. Macadam	37,256.80	18,628.40 (50%)	18,628.40	--
	$61,903.00	$33,509.18	$18,628.40	$ 8,815.42
Totals, Post Road Portion	$45,830.80	$28,214.05	$ --	$17,184.85
Totals, Secty. Adv. Fund Portion	56,854.65	28,242.32	28,242.33	--
Totals (all work)	$102,684.45	$56,457.27	$ 28,242.33	$17,184.85

State Funds for Construction: Chapter 178, Laws 1917; Chapter 81, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1920.

ROY A. KLEIN

PR 134C

March 24, 1931.

Mr. W. H. Lyon,
District E[illegible]neer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying specifications and five bid proposals on the La Grande-Hot Lake Section, Emergency Project No. 138-C. Five blueprint copies of Sheet No. 2 of the plans, which has been revised, are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. V. Hack/EM.

encl.

Oregon State Highway Department — Emergency Project No. 138-C

LA GRANDE-HOT LAKE SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate to accompany Bituminous Macadam Specifications. Not as basis for modified agreement)

Salem, Oregon, March 26, 1931.

TYPE I LA GRANDE-LONE TREE (STA. 13+00 TO STA. 213+00)

Shoulder Widening

28,200 cu. yds.	Common Excavation	$0.24	$6,768.00
1,500 yd. sta.	Overhaul	0.02	30.00
2,450 yd. mis.	Truck Haul (Exc. Materials)	0.20	490.00
40 lin. ft.	12" Corr. Galv. Iron Pipe	1.05	42.00
170 " "	18" " " " "	2.00	340.00
30 " "	24" " " " "	2.60	78.00
80 " "	30" " " " "	5.00	400.00
30 " "	48" " " " "	8.00	240.00
480 " "	Salv. and Reinstall. Culvert Pipe	0.40	192.00
8,500 cu. yds.	Pit-run Gravel in Place	0.96	8,178.00
670 cu. yds.	Earth Filler	0.20	94.00
700 yd. mis.	Filler Haul	0.18	126.00
28,100 cu. yds.	Hauling Gravel Truck Measure	0.17	4,777.00
			$19,978.00

Pavement Widening and Resurfacing Aggregate

720 cu. yds.	3½" - 1½" Broken Stone in Stk. Pile	$1.15	$ 828.00
1,710 " "	1½" - 3/4" " " " "	1.15	1,966.50
560 " "	3/4" - 1/2" " " " "	1.25	700.00
370 " "	1/2" - 1/4" " " " "	1.25	462.50
10,000 yd. mis.	Hauling Broken Stone (Pile Meas.)	0.14	1,400.00
			$ 5,357.00

Widening and Resurfacing Pavement

3.8 miles	Preparation of Base	$ 100.00	$ 380.00
3,360 cu. yds.	Placing Mineral Aggregate	1.40	4,704.00
4,130 yd. mis.	Hauling Mineral Aggregate	0.25	1,057.50
209 tons	Asphalt in Place	32.00	6,688.00
380 cu. yds.	Gravel Shoulders	0.50	190.00
780 yd. mis.	Hauling Shoulder Materials	0.25	195.00
			$ 13,169.50
	Sub-total (Type I Roadway)		$ 38,522.50
	10% Engr. & Cont.		3,852.25
	Total (Type I Roadway)		$ 42,374.75

Length of Type I Roadway 3.787 miles
Cost per mile, $11,248.88

TYPE 11 LOST TRAIL-HOT LAKE (STA. 212+00 TO STA. 433+00)

Shoulder Widening

55,000	cu. yds.	Common Excavation	$0.54	$ 7,368.00
4,700	cu. yds.	Intermediate Excavation	0.54	1,692.00
2,000	" "	Solid Rock Excavation	0.84	1,680.00
1,000	yd. stas.	Overhaul	0.02	20.00
5,888	yd. mls.	Truck Haul (Exc. Materials)	0.20	1,110.00
150	lin. ft.	18" Galv. Galv. Iron Pipe	2.00	300.00
120	lin. ft.	Salv. and Reinstall. Culvert Pipe	0.40	48.00
5,500	cu. yds.	Pit-run Gravel in Place	0.95	5,225.00
200	cu. yds.	Salvaged Gravel in Place	0.40	80.00
200	cu. yds.	Earth Filler	0.20	100.00
800	yd. mls.	Filler Haul	0.18	144.00
22,000	yd. mls.	Hauling Gravel, Truck Measure	0.17	3,740.00
				$ 21,242.00

Bituminous Macadam Accessories

5,000	cu. yds.	2½" - 1½" Materials in Stock Pile	1.15	$ 4,887.50
900	" "	1½ - ¾" " " " "	1.15	1,127.00
800	cu. yds.	¾" - ⅜" " " " "	1.25	757.50
700	" "	⅜" - ¼" " " " "	1.25	987.50
100	" "	Screenings	--	--
22,000	yd. mls.	Hauling Broken Stone, Pile Measure	0.14	3,080.00
				$ 10,465.00

Bituminous Macadam Construction

4.2	miles	Preparation of Base	$50.00	$ 210.00
6,400	cu. yds.	Placing Mineral Aggregate	1.25	8,000.00
6,900	yd. mls.	Hauling " "	0.25	1,725.00
470	tons	Asphalt in Place	32.00	15,040.00
800	cu. yds.	Gravel Shoulders	0.80	400.00
1,800	yd. mls.	Hauling Shoulder Materials	0.25	400.00
				$ 25,775.00

Sub-total, (Type 11 Roadway)	$ 57,480.00
10% Engr. & Cont.	5,748.00
Total (Type 11 Roadway)	$ 63,228.00

Length of Type 11 Roadway, gross	4.185 miles
Length of 3 Bridges (non-part.) 52 ft.	.010 "
Length of Type 11 Roadway, net	4.175 miles
Cost per mile, $15,144.43	

Estimated per cent of work completed on Sept. 1, 1931 100%

ROY A. KLEIN

SUMMARY

Item	Total Cost	Federal Aid	Reservoir Advance Funds	State Funds
Type I Roadway				
Shoulder Widening	$21,978.68	$13,674.17 (62.23%)	$ --	$ 8,299.45
Widen. & Resurf., Pavement	20,401.15	10,200.57 (50%)	10,200.58	--
Totals (Type I)	$42,374.73	$23,874.74	$ 10,200.58	$ 8,299.45
Type II Roadway				
Shoulder Widening	$ 23,366.20	14,540.78 (62.23%)	$ --	$ 8,825.42
Bit. Macadam	22,561.80	10,930.90 (50%)	10,930.90	--
Totals (Type II)	$ 65,228.00	$34,471.68	$ 10,930.90	$ 8,825.42
Totals, Post Road Portion	$ 45,330.80	$28,214.98	$ --	$ 17,124.83
Totals, Emergency Fund Portion	60,271.95	30,131.47	30,131.48	--
Totals, (all work)	$105,602.75	$58,346.45	$ 30,131.48	$ 17,124.83

FORM S-24 S-107700 500 11-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

C. B. McCULLOUGH
BRIDGE ENGINEER

PR 139C

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
STATE OFFICE BUILDING
SALEM

March 13, 1931.

Bureau of Public Roads,
Box 2965
Portland, Oregon.

Dear Sirs:

Attention Mr. J. L. Elliott

Gentlemen:

Reference is made to your letter of March 5, concerning widening of bridges on Federal Aid Project No. 139, Section C - LaGrande to Hot Lake.

The bridge at Station 258+87 is a 16 foot concrete span and was widened from 24 feet to 34 feet. The bridge at Station 292+87 is a 24 foot span and was widened from 20 to 30 feet. The bridge at Station 310+70 is a 12 foot concrete span and was widened from 24 feet to 34 feet.

All of the above widths are measured between the inside of the curb lines.

Very truly yours,

C. B. McCullough
Bridge Engineer

By

W. A. Reeves
Office Engineer

WAR:AP

CC S. H. Probert

March 3, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project No. 139, section C, La Grande to Hot Lake.

On this project the special provisions make mention of the widening of the bridges at Stations 253+67, 298+67 and 310+70. We have been requested to furnish advice as to the width to which these structures have been widened. Will you please advise as to the reconstructed width of these structures?

Very truly yours,

W. M. LYNCH
District Engineer

By
J. A. Elliott
Senior Highway Engineer

#1203
PR139C

February 11, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract #1205 for the construction of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County has been completed by the contractors, the Union Construction Company and that final settlement will be made by the State with said contractors for work done on said contract on or after February 20th.

The State has been advised of the following claims against this contract:

Martens Coal Yards for materials furnished in the sum of $97.00
Jack Allen Supply Company $9.42 for supplies.

You are advised that the State assumes no responsibility for either of the above claims or any others which may be filed against this contract.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $45,429.29 including final payment. Of this amount $93.18 was for force account work.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:W

PR 139C

Feb. 11, 1931.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs

The Union Construction Company's contract for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail (Contract No. 1203) calls for the completion of the work by not later than November 15th, 1930. The work was not actually completed, however, until December 10th. As this contract applies to a federal aid project, we request that arrangements be made for an extension of time to cover the period from November 15th to December 10th.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

POST OFFICE BUILDING
PORTLAND, OREG.

February 2, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 28, relative to Oregon Federal Aid Project No. 139-C, and submitting sketch of proposed widening of the 16-ft. bituminous pavement.

The revised section submitted with your letter is satisfactory and you state you presume the project agreement can now be executed. However, you fail to state in your letter if the widening is to be Federal Aid or State work only. If it is to be done without Federal Aid, then we believe the project agreement can be prepared with an appropriate clause and executed. However, if Federal Aid is desired on this work, it will be necessary to submit revised typical section sheets, estimate, and cost analysis.

As bids for the crushing of rock for this work are to be opened on February 19, it is suggested that we be promptly advised of your desires as regards this work.

Very truly yours,

W. H. LYNCH
District Engineer

By J. C. Elliott
J. C. Elliott
Senior Highway Engineer

Phoned to Canfield & P. and advised them and Re would get the agreement without Fed. aid at the time. JCE

IR 139C

January 28, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sirs

Reference is made to your letter of January 12th, relative to the La Grande-Hot Lake Project, Federal Aid Project 139-C.

The 16-foot bituminous pavement, between Stations 13 and 212, is to be resurfaced and widened to a width of 22 feet with bituminous macadam. Bids for the crushed rock to be used in the construction of the bituminous macadam are to be received on February 19th, and the bituminous macadam will be in place before theend of the coming season. We are enclosing herewith a blueprint showing the crosssection to which the resurfacing and widening is to be done.

In view of these arrangements, we presume that there was no further question as to the eligibility of the La Grande-Hot Lake Project for federal aid, and that the execution of the project agreement can now be proceeded with.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

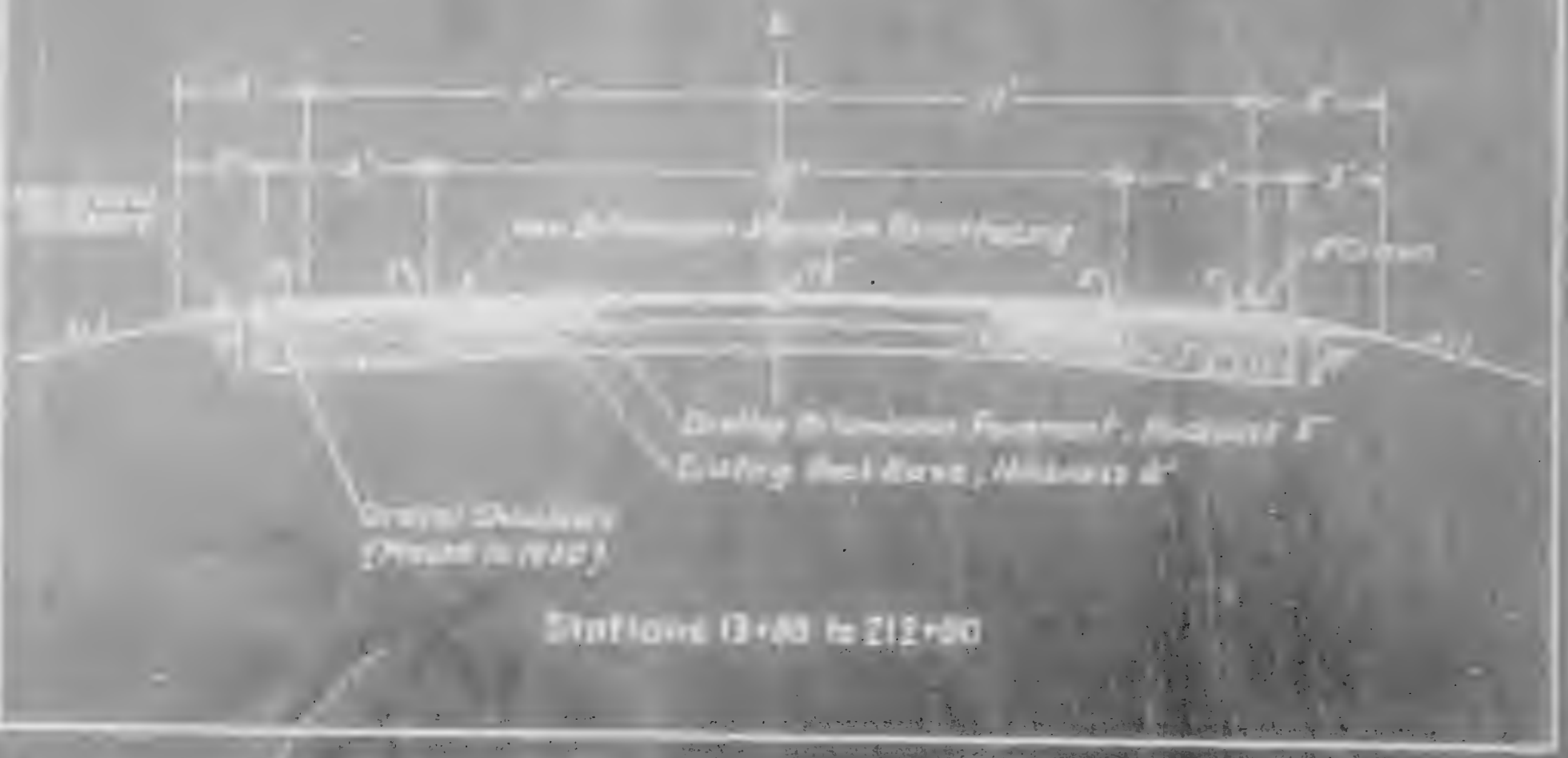
S. H. Prebert,
Office Engineer.

SHP:ER

encl.

Informed Mr. Canfield by telephone that pavement would be widened to 20 feet instead of 22' as stated in this letter. Also sent Canfield revised print showing pavement widening 20' width.
SHP

Typical Cross-section



[redacted] STATE [redacted] DEPARTMENT

Typical Cross-section

PROPOSED WIDENING OF [redacted] SATURDAYS INVERNESS

[redacted] NOT TAKE SECTION

[redacted]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

POST OFFICE BUILDING
PORTLAND, OREG.

January 12, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to our inquiry of September 11, 1930, regarding Oregon Federal Aid Project 139-C where the present pavement between stations 13 and 212 is only 16-feet wide.

As you know, a project agreement has not been executed pending receipt of information such as was requested on Federal Aid Projects 56-A and 162-A. As the construction has been completed, we would appreciate your views as to either a clause obligating the construction of an adequate width within a specified time or the eliminating of this portion of the project.

Very truly yours,

W. H. LYNCH
District Engineer.

FORM S-M-1 S-10301 2000 8-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR139C

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON
January 21, 1931.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

In connection with the La Grande-Hot Lake Widening, contract #1203, I am submitting herewith Price Agreement No. 1 covering the furnishing of 160 lineal feet of 18" corrugated iron pipe at $1.61 per foot. Will you kindly have this Price Agreement inserted in the final estimate.

Very truly yours,

H. G. SMITH,
Division Engineer.

By:
W. C. Williams,
Office Engineer.

WCW:OW
Encls.

#1203
Union Co
PR 139C

December 29, 1930

United States Fidility & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we are heading to you herewith a copy of the notice of claim of the Jack Allen Supply Company against the Union Construction Company, being for materials furnished in the sum of $9.42 for use in connection with the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County.

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Gladmyer
Secretary

FW
Inc.
cc Union Construction Co.
Union, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

December 26, 1930

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim by the Jack Allen Supply Company for materials furnished in the sum of $9.42 against the bond taken from the Union Construction Company as principal, and United States Fidelity & Guaranty Company as surety, for work of widening a portion of the Oregon Trail between La Grande and Union in Union County.

We are enclosing herewith a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
encs.

December 29, 1950

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 26th instant in which you inclose three copies of a notice of claim of the Jack Allen Supply Company for materials furnished in the sum of $9.42 against the Union Construction Company, being for use in connection with the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

PH:

JACK ALLEN SUPPLY COMPANY
Pendleton La Grande
Auto Motor Parts - Sporting Goods
LA GRANDE, OREGON

The GENERAL tire
—goes a long way
to make friends

Dec. 24, 1930

Hal. E. Hoss
Sec. of State
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Jack Allen Supply Co. of La Grande, Oregon has a claim for material furnish to the Union Construction Company in the amount of $9.42 against the bond taken from the United States Fidelity & Guaranty Company for the work of Widening a portion of the Oregon Trail between La Grande and Union in Union County

Yours truly

Signed JACK ALLEN SUPPLY CO.

By C. [illegible]

Endorsed: File No. 876
Filed December 26, 1930
HAL E. HOSS,
Secretary of State.

#1203
Minutes
PR 139C

December 16, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received a notice from the Jack Allen Supply Company of La Grande, Oregon, that they have a claim against the Union Construction Company in the sum of $0.42 for supplies furnished that company in connection with its contract for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County.

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:W

CC. Union Construction Company
Union, Oregon

JACK ALLEN SUPPLY COMPANY

AUTO MOTOR PARTS SPORTING GOODS
LA GRANDE OREGON

December 16, 1950

Jack Allen Supply Company
La Grande, Oregon

Attention: R. A. Farnam

Gentlemen:

We have your letter of the 15th instant in which you advise us of your claim in the sum of $9.42 against the Union Construction Company, it being for supplies furnished this company in connection with its contract for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County.

The protection that we have to offer you for this claim is the bond furnished by the contractor in connection with this work. This bond was written by the United Stated Fidelity & Guaranty Company for whom Walter F. Cline is the local agent with offices in the Porter Building, Portland. We would suggest that you take the matter up with the bonding company and also file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws.

Very truly yours

STATE HIGHWAY COMMISSION

By

H[illegible] G[illegible]

HBG:W

JACK ALLEN SUPPLY COMPANY

PENDLETON LAGRANDE

AUTO MOTOR PARTS - SPORTING GOODS

LAGRANDE, OREGON

GENERAL TIRE

—goes a long way to make friends

Dec. 13, 1930

R. A. Klein
State Highway Eng.
Salem, Oregon

Dear Sir:

Please find enclosed statement covering an account accrued by the Union Construction Company while on State work between La Grande and Union. This account is considerable past due and in as much as we have been unable to get any satisfaction from this concern would appreciate you filing this account against their estimate which I beleive to date has not been paid in full. Thanking you in advance for any assistance or information you may be able to furnish relative to securing payment on this account, I remain

Respectfully yours,

R. A. Farnam.

RAF CW

ANSWERED
H. B. G.

#1203

La Grande, Oregon, Dec. 15, 1930 1930

JACK ALLEN SUPPLY COMPANY

IN ACCOUNT WITH

Union Const. Co.
Requisitioned by Carl La Conte.
Union, Oregon

All Cars
Sporting Goods

R. A. FARNUM
MANAGER

Corner Adams and Elm
Phone Main 43

YOUR CREDIT IS WHAT YOU MAKE IT. YOUR ACCOUNT IS DUE THE 1ST; MUST BE PAID NOT LATER THAN THE 10TH.
6 PER CENT INTEREST WILL BE CHARGED ON ALL PAST DUE ACCOUNTS

	Balance Brought Forward				
8-19030	11ft cable @ 25. 2.75		2.20		
	2 Bat Terminal Clamp @ 45..90		.72		
			2.92		2.92
9-8-30	1 Roll packing	net	.55		.55
9-9-30	2 1/2" nuts	.05	net		.10
9-18-30	1 # 5 Ezy out	.85	.68		.68
9-22-30	1 # 774 fanbelt	1.20	.96		
	1 Alemite hose	2.15	1.72		
			2.68		2.68
9-30-30	1 lb solid copper rivets		.66	20%	.53
	1 can Zip		.85	20%	.68
9-7-30	Alemite fitting		1.60		1.28
					9.42

R139C

ED
YER

#1203

PR139C

UNION CONSTRUCTION COMPANY
GENERAL CONTRACTING

BOARD OF TRADE BUILDING

Portland, Oregon. December 5th 1930.

Mattoon Coal Yard
Union, Oregon.

Gentlemen:-

In connection with your communication with the Oregon State Highway Commission in connection with a claim for coal in the amount $97.00

This is the first intimation this office has had that you furnished any coal for use in connection with the La Grande-Hot Lake project.

Will you therefore please furnish this office with itemized bill represented by your claim, stating to whom and when delivered, and if any portion is for the account of Carl LeCont and or Hart Construction Co, please render separate invoices for each account.

Upon receipt of same, the matter will be given our prompt attention. Thanking you we beg to remain,

Yours very truly,

UNION CONSTRUCTION CO.

By [signature]

C.C. Oregon State Highway Commission
Attention Mr. H. B. Glaisyer.

NOTED
H B GLAISYER

DEC 1930
OREGON

PORTLAND 104 9-5-30 BM

#1203

R. HOWARD BLAND, PRESIDENT.

Union Co

P.W. 139C

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1208 PORTER BUILDING

PORTLAND, OREGON

November 26th, 1930.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Re: #39-12-953-30 - Union Construction Company

The above bond executed on July 18th, 1930, covers contract for 7.96 miles of roadbed widening and gravel shoulder construction on the La Grande-Hot Lake Section of the Old Oregon Trail in Union County, Oregon.

We enclose our form inquiry which we kindly ask you to complete and return to us as promptly as possible, showing the present status of this contract.

Thanking you for your early attention to this matter, we remain,

Yours very truly,

C.O. Price

Manager.

CS-

Old. to Nov. 10 - $37,254.60
Rtd - $3,091.35 - 2 to #4
92% on Nov-10-
Nov-15-1930 Est. Completion date

#1203
Union Co

PR136D

#1203
PR 139D

November 21, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
1206 Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received a communication from Martens Coal Yard of Union, Oregon in which we are advised of their claim in the sum of $97.00 against the Union Construction Company being for coal furnished the Union Construction Company for the operation of a steam roller that was used in connection with the contract for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail, state highway contract 1203.

This information is given you for the reason that you appear as surety on the bond furnished by this contractor for the above mentioned work.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. B. Gleimyer
Chief Clerk

HBG:M

cc Union Construction Co.
Union, Oregon

November 21, 1930

Martens Coal Yard
Union, Oregon

Gentlemens

This acknowledges receipt of your letter of recent date in which you advise us of your claim in the sum of $97.00 against the Union Construction Company for coal furnished that company in connection with its contract for the grading of the La Grande-Hot Lake Sectionof the Old Oregon Trail in Union County, state highway contract #1203.

In connection with this contract the Union Construction Company were required to furnish the State with a surety bond for the protection of labor and materials claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Foster Building, Portland, Oregon. We believe that the thing for you to do would be to take the matter up again with the Union Construction Company and if you do not secure satisfaction by so doing then file your claim with the surety company and also with the Secretary of State in accordance with Section 2991 of the Oregon Laws. If you do not get any satisfaction from the contractor or the surety then you still have recourse to action in the courts against the bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

R 134C

Alsea Oregon

Oregon State Hiway Commission
Salem Oregon

Gentlemen.
I have Furnished Coal to the
Alsea Construction Co.
they dont Pay any atention to our Statments
the Material was Furnished on Hat Lake
La Grand Hiway
the coal was used for the
Steam Roller
amount of the Bill $97.00

Yours Truly
by John Martens

ANSWERED
H. B. C.

Please answer
JM

(See back of this sheet for instructions and detailed information.)

Signed [signature]

Title Asst Engr

PR 134C

Form 30—C-10767—2M—12-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
State Highway Engineer

Date November 10, 1930

Job name La Grande-Hot Lake Widening *Week from* November 2 *to* November 8

Mail address La Grande, Oregon.

Highway Old Oregon Trail *Telegraph or telephone address* La Grande, Oregon.

County *Job prefix* 31 P G *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

All gravel for shoulder materials is now in place and only rolling and smoothing of shoulders remain to be done, to finish the work. This should be finished by the end of next week.

Engineering party is engaged in preparing the final records and estimate.

RECEIVED
NOV 12 1930
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed [signature]

Title Div Engr

GRADING CONSTRUCTION

Total miles of grading in project 7.96

Miles completed 7.96

Miles completed except finishing 7.96

Total cubic yards in project 65,000

Cubic yards moved to date 65,000

Miles covered by contractor's forces —

Miles cross-sectioned 7.96

Miles cross-sections completed and checked 7.96

Miles to be remeasured —

Number men in Engineering Party 3

Contractor's average force for week — men,

— teams, — steam shovels

Grading work will be completed about —

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 7.96

Miles completed 7.96

Miles partially done

Total cubic yards in project 14,000

Cubic yards produced to date 14,000

Average daily yardage produced this week 300

Average daily yardage necessary to complete on time now complete

Contractor's average force for week 9 men,

teams, 4 trucks

Project will be completed about

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 31 PG Percentage 100
2. Percentage
3. Percentage
4. Percentage

#1203
Union Co
PR 139 C

October 31, 1950

Leighton's Welding & Machine Works
La Grande, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 30th instant advising that the Union Construction Company had paid there account to you in full. We thank you for this information but have to advise that it was received too late to hold up our letter to the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

October 31, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen

Attached hereto is a copy of a letter that we have today received from Leighton's Welding & Machine Works at La Grande in which they advise that their claim against the Union Construction Company has been paid. This has to do with the notice that we sent you yesterday and concerns the claim against the contract awarded to the Union Construction Company for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County, state highway contract #1203.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

cc Union Construction Co.
Union, Oregon

LEIGHTONS WELDING & MACHINE WORKS
R W LEIGHTON PROP

ACTIVE AUTOMOTIVE ENGINEERS MEMBER

Cylinder and Crankshaft Regrinding

AUTOMOTIVE PARTS IN STOCK

LA GRANDE, OREGON

October 30, 1930

Oregon State Highway Department,
Salem, Oregon.

Sirs;

This is to inform you that the Union Construction Co sent us a check to cover oub bill sent you yesterday for collection. please disregard same.

Yours truly
Leighton's Welding & Machine Works
By

R W Leighton.

ANSWERED
H. B. C.

#1203
Union Co

PR 139 C

October 30, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from Leighton's Welding and Machine Works of La Grande to the effect that they have a claim in the sum of $83.57 against the Union Construction Company being for services rendered that company in connection with its contract for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County, State Highway Contract #1203.

It seems they have tried to collect this sum from the Union Construction Company but to date have been unsuccessful and have applied to this office for assistance.

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Union Construction Company
Union, Oregon

October 30, 1930

Leighton's Welding and Machine Works
La Grande, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 29th instant in which you inclose a statement of your claim against the Union Construction Company in the sum of $83.57 in connection with their contract for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County, state highway contract #1205.

In connection with all state highway contracts the successful bidder is requested to furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. Such a bond was furnished by the Union Construction Company in connection with the above mentioned contract. This bond is offered to you for the protection of your claim. We would suggest that you file a notice of your claim with the surety on this bond in the event that you do not secure satisfaction from the contractor. If you secure no satisfaction by so doing, then you still have recourse to action in the courts and for your further protection should file a notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws a mimeographed copy of which is inclosed.

In accordance with the usual practice we are today calling this matter to the attention of the surety on the bond furnished in connection with this contract. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is — local agent with offices in the Porter Building, Portland.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:W

LEIGHTON'S WELDING & MACHINE WORKS
R.W.LEIGHTON PROP.

ACTIVE AUTOMOTIVE ENGINEERS MEMBER

Cylinder and Crankshaft Regrinding

AUTOMOTIVE PARTS IN STOCK

LA GRANDE, OREGON

October 29,1930

Oregon State Highway Dept.

Salem, Oregon.

Sirs.

We are sending the bill to you for payment.
We have tried to collect from the Union Canstruction Company but we have had nó success.
The work was done by us for them while they were working on the Old Oregon Trail between La Grande And Union.
Hoping to hear from you in the near future,we remain

Yours truly

Leighton's Welding & Machine Works

By R.W. Leighton

ANSWERED
H. B. G.

[illegible] Welding and Machine Works

1390

CYLINDER & CRANKSHAFT GRINDING
OXY-ACETYLENE WELDING

ACTIVE AUTOMOTIVE ENGINE REBUILDERS ASSOCIATION MEMBER

AUTOMOTIVE PARTS
LINE BORING

LA GRANDE, OREGON, August 1930

To Union Con. Co.

TERMS—Due 10th of month following purchase

		DR.	CR.	BAL.
3	fan pulleys 3" heads	2 00		
	1 3/4 nut made	1 50		
	1 blank nut	75		
6	straight brake pin [illegible]	50		
11	4 bolts made	2 80		
	10 [illegible]	1 50		
	6 [illegible]	[illegible]		
	6 Kotter pins	36		
12	20" [illegible] Shell	3 60		
	[illegible]	[illegible]		
	1 [illegible]	[illegible]		
	4 [illegible]	24		
19	pipe fittings	80		
	1 3/4 x [illegible]	[illegible]		
	1 [illegible]	1 25		
20	plate for [illegible]	[illegible]		
	cable [illegible]	[illegible]		
	2 bolts made 1/2 x 6"	80		
	1 pin 1/2	1 50		
	2 [illegible]	70		
	12 [illegible]	[illegible]		
	20" [illegible]	[illegible]		
	[illegible]	6 00		
22	[illegible]	1 00		
29	[illegible]	[illegible]		
	7" steel	[illegible]		
	1 - 1 1/2 [illegible]	[illegible]		
	2 - [illegible]	10		49 15

ED

....., 1930

...t 9.....

...regon.....

...regon.....

...to contractor,

...or

[illegible] Welding and Machine Works

CYLINDER & CRANKSHAFT GRINDING
OXY-ACETYLENE WELDING

ACTIVE AUTOMOTIVE ENGINE REBUILDERS ASSOCIATION MEMBER

AUTOMOTIVE PARTS
LINE BORING

LA GRANDE, OREGON, September 1930

To Union Construction Co

TERMS—Due 10th of month following purchase

		DR.	CR.	BAL.
5	Pointing needle valve	50		49 15
7	Belt lacing	25		
8	4 studs	24		
	lock washers	05		
9	1-1½ bolt & pin	2 25		
	7" steel	1 05		
	2 Kotter Keys	12		
	1½ nuts	35		
13	making fan belt &			
	riveting on	1 50		
	scrend made	1 00		
16	bracket made for			
	flood light	5 25		
	2 nuts	70		
	2 bolts made 5x1½	3 00		
	12" hex steel	2 16		
29	valve seat pilot and			
	cutter made	1 5 00		
	4 large valves reseat	1 00		
				8357

Form 99—C-10767—2M—12-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT NOTED

Date August 9, 1930

Job name La Grande-Hot Lake — *Week from* August 3 *to* August 9

Mail address La Grande, Oregon.

Highway Oregon Trail — *Telegraph or telephone address* La Grande, Oregon.

County Union — *Job prefix* 31 PG — *Express and freight address* La Grande, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Union Construction Company, General Contractors, started grading operations Monday, August 4.

A one-yard gas shovel and four three-ton trucks are being used on the work and very good progress has been maintained to date as about 1000 yards of material has been placed daily. Both day and night shifts are being worked.

Work was started at Hot Lake at east end of project. Placing of gravel for shoulders will be started in about ten days.

1930

(See back of this sheet for instructions and detailed information.)

Signed A. C. Williamson

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 139c

Union Oil Company of California

REFINERS LUBRICATING OILS AND GREASES

August 6, 1930

Portland, Oregon

Union Oil Company of California
602 Yeon Building
Portland, Oregon

Attention: C. L Tostevin
District Manager

Gentlemen:

Replying to your letter of the 7th instant regarding a contract awarded to the Union Construction Company by the State Highway Commission, wish to say that this is State Highway contract no. 1203 and is for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County.

The estimated date of completion is November 15, 1930. The bond furnished was written by the United States Fidelity & Guaranty Company, Walter F. Cline agent, 1206 Porter Building, Portland. The amount of the bond is $41,218.00.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

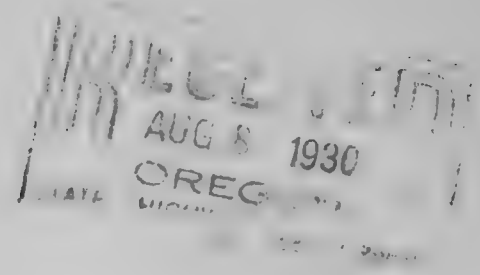
HBG:S

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

502-621 YEON BUILDING
ATWATER 9521

Portland, Oregon
August 7, 1930



State Highway Commission,
Salem, Oregon

Re: Carl La Cont-Contractor
La Grande, Oregon

Gentlemen:

We are advised that the subject is sub contracting under the Union Construction Company on the La Grande and Hot Lake job a short distance out of La Grande.

We are anticipating furnishing our products to Mr. La Cont, sub contractor and will therefore appreciate your advising us the name of the bonding company and the approximate date that this work will be completed.

For your convenience in replying, we are enclosing a stamped, self addressed envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Tostevin

District Manager.

LH:RLB
Enc.

#1203 – under La Grande-Hot Lake – complete Nov. 15, 1930
U.S. 7 & G – 41,218.00

ANSWERED
H. B. G.

PR 129

August 5, 1930

General Petroleum Corporation
Woodlark Building
Portland, Oregon

Attention: Chas. A. Cromm
Division Credit Manager

Gentlemen:

Replying to your inquiry of the 4th instant concerning the contract awarded to the Union Construction Company , wish to say that this is state highway contract # 1205 and is for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County.

The contract amount is $41,218. The bond is in the same amount and was written by the United Stated Fidelity & Guaranty Company whose offices are in the Porter Building, Portland, Oregon. The specified date of completion for this work is November 15, 1930.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

WOOD-LARK BUILDING - 367 ALDER STREET

PORTLAND, OREGON

August 4, 1930.

RECEIVED
AUG 5 1930
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer,
Chief Clerk.

Dear Sir:

We are informed that the Union Construction Company, La Grande, Oregon, has been awarded a contract covering certain work on the La Grande-Hot Lake Section of the Old Oregon Trail, Union County, Oregon.

We will greatly appreciate your furnishing us with the description of this work, the job number, the amount of the contract, the time the job should be completed; and also, the name of the bonding company with whom they are dealing.

Thanking you, we are,

Yours very truly,

Chas. A. Cronn

DIVISION CREDIT MANAGER.

H: Chas. A. Cronn.
h

widening - La Grande - Hot Lake
completion date Nov 15, 1930
#1203
U. S. F & G Co.
$ 41,218 - and 7 contracts

ANSWERED
H. B. G:

FORM 3051

PR 139C

July 25, 1930

Union Construction Company
626 Board of Trade Building
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

P-1139-C

July 22, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement, covering the La Grande-Hot Lake Section, Project No. 139-C.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Bush/ER.
encl.

Oregon State Highway Department — Project No. 159-C

LA GRANDE-DOT LAKE SECTION OF THE

OLD OREGON TRAIL IN UNION COUNTY

(Estimate as basis for Project Agreement. Based on low bid prices)

Salem, Oregon, July 15, 1930.

38,800 cu. yds.	Common Excavation		$0.34	$14,040.00
4,700 cu. yds.	Intermediate Excavation		0.54	1,398.00
2,000 cu. yds.	Solid Rock Excavation		0.84	1,680.00
2,800 yd. stn.	Overhaul		0.02	56.00
9,000 yd. mi.	Truck Haul (Exc. Mat'l's)		0.20	1,800.00
40 lin. ft.	12" Corr. Galv. Iron Pipe		1.05	42.00
800 lin. ft.	18" " " " "		1.00	800.00
30 lin. ft.	24" " " " "		2.60	78.00
80 lin. ft.	30" " " " "		5.00	400.00
80 lin. ft.	48" " " " "		8.00	640.00
600 lin. ft.	Galv. & Reinstall. Culvert Pipe		0.40	240.00
18,000 cu. yds.	Pit-run Gravel in Place		0.95	11,400.00
200 cu. yds.	Galv. Gravel in Place		0.40	80.00
1,000 cu. yds.	Earth Filler		0.80	800.00
1,500 yd. mi.	Filler Haul		0.18	270.00
50,000 yd. mi.	Hauling Gravel, Truck Measure		0.17	8,500.00
		Sub-total		$ 41,218.00
		10% Engr. & Cont.		4,120.00
		Total.....		$ 45,338.00

Gross length of project 7.958 miles
Length of 5 Bridges (non-partic.) .010 miles
Net length of project 7.942 miles
Cost per mile $5,708.06

State Funds Available $17,134.85

Federal Aid requested 28,214.95 (62.23%)

$45,339.80

State Funds for Construction: Chapter 175, Laws 1917: Chapter 81, Laws 1929.

State Funds for Maintenance: Chapter 41, Laws 1927.

PR 139C

June 10, 1930.

Mr. W. H. Lynch,
District Engineer,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate documents, and five sets of special provisions, covering the Mt Scott-Hot Lake Section, Project No. 139-C. Five blue print sets of plans are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

E. M. Probert,
Office Engineer.

Drftd. by J. W. Nash/EL.

encls.

...e Highway Department — Project No. [illegible]-C

[illegible] Grande - Hot Lake Section of the Old Oregon Trail in Union County

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, June 18th, 1930.

55,500	Cu. Yds.	Common Excavation	$0.25	$14,250.00
4,700	" "	Intermediate Excavation	0.50	2,350.00
2,000	" "	Solid Rock Excavation	1.00	2,000.00
2,500	Yd. Stn.	Overhaul	0.05	125.00
9,000	Yd. Mi.	Truck Haul (Exc. Matls.)	0.20	1,800.00
40	Lin. Ft.	18" Corrg. Galv. Iron Pipe	1.25	50.00
300	" "	18" " " " "	2.50	750.00
30	" "	24" " " " "	3.00	90.00
80	" "	36" " " " "	5.00	400.00
30	" "	42" " " " "	8.00	240.00
800	" "	Salv. & Reinstall. Culv. Pipe	1.00	800.00
12,000	Cu. Yds.	Pit Run Gravel in Place	0.50	6,000.00
200	" "	Salvaged Gravel in Place	1.00	200.00
1,000	" "	Earth Filler	0.25	400.00
1,500	Yd. Mi.	Filler Haul	0.20	300.00
50,000	" "	Hauling Gravel, (Tr. Mean.)	0.18	9,000.00
		Sub-total		$40,665.00
		10% Engr. & Cont.		4,068.50
		Total		$ 44,733.50

Gross length of Project 7.958 miles.
Length of 3 bridges (non-partic.) .010 miles
Net length of Project, 7.948 miles.
Cost per mile $5,627.95.

State Funds Available $16,903.40

Federal Aid Requested 27,830.10 (62.25%)

$44,733.50

State funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1929.

State funds for Maintenance: Chapter 41, Laws 1927.

FORM S-M-1 S 10000 2000 5-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 139C

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR #

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON
June 20, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. P robert

Dear Sir:

As there was a slight change in the La Grande-Hot Lake Widening quantities, I am re-submitting the Estimate of Costs for the comparison of bids.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encl.

June 20, 1930.

Old Oregon Trail.
Union County.
La Grande-Hot Lake Section.
Widening and Gravel Shoulder Construction.

Estimate of Costs by H. G. Smith, Division Engineer.
For Comparison of Bids.

Common Excavation	58,500 cu.yds	at	.28	$ 16,380.00
Intermediate Excavation	4,700 cu.yds	at	.50	2,350.00
Solid Rock Excavation	2,000 cu.yds	at	1.00	2,000.00
Overhaul	2,500 yd. sta.	at	.05	125.00
Truck Haul (Excavation Matls.)	9,000 yd.mi.	at	.20	1,800.00
12" Corr. Galv. Iron Pipe	40 lin. ft.	at	1.25	50.00
18" Corr. Galv. Iron Pipe	300 lin.ft.	at	2.50	750.00
24" Corr. Galv. Iron Pipe	30 lin.ft.	at	3.00	90.00
36" Corr. Galv. Iron Pipe	80 lin. ft.	at	5.00	400.00
48" Corr. Galv. Iron Pipe	30 lin.ft.	at	8.00	240.00
Salvaging & Reinstalling Culvert Pipe	600 lin.ft.	at	1.00	600.00
Pit-run Gravel in Place	12,000 cu.yds.	at	.50	6,000.00
Salvaged Gravel in Place	200 cu.yds.	at	1.00	200.00
Earth Filler	1,000 cu.yds	at	.50	500.00
Filler Haul	1,500 yd.mi.	at	.20	300.00
Hauling Gravel, Truck Measure	50,000 yd.mi.	at	.18	9,000.00
				$ 40,785.00
Plus 10% for engineering costs and contingencies				4,078.50
				$ 44,863.50

Based on 15% profit to contractor.

May [illegible] 1930.

RF 1392

Old Oregon Trail.
Union County.
La Grande-Hot Lake Section.
Widening and Gravel Shoulder Construction.

Estimate of Costs by H. G. Smith, Division Engineer.
For Comparison of Bids.

Common Excavation	58,500 cu.yds	at	.28	$16,380.00
Intermediate Excavation	4,700 cu.yds	at	.50	2,350.00
Solid Rock Excavation	2,000 cu.yds	at	1.00	2,000.00
Overhaul	2,500 cu.yds	at	.05	125.00
Truck Haul	9,000 yd.mi.	at	.20	1,800.00
12" Pipe	40 lin.ft.	at	1.25	50.00
18" Pipe	300 lin.ft.	at	2.50	750.00
24" Pipe	30 lin.ft.	at	3.00	90.00
36" Pipe	80 lin.ft.	at	5.00	400.00
48" Pipe	30 lin.ft.	at	8.00	240.00
Salvage Pipe	600 lin.ft.	at	1.00	600.00
Gravel	12000 cu.yds.	at	.50	6,000.00
Gravel Haul	50000 yd.mi.	at	.18	9,000.00
Salvaged Surfacing Materials	200 cu.yds.	at	1.00	200.00
				$ 39,985.00
Plus 10% for engineering costs and contingencies				3,998.50
				$ 43,983.50

Check quantities by Izard

Based on 15% profit to contractor.

Filler

RECEIVED
MAY 29 1930
OREGON
STATE HIGHWAY COMMISSION

CONTRACT #1204,

PR 163-A Wapinitia-Maupin Jct. 1930

1204

OR 163C

December 15, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

For your information, the total actual costs shown on final vouchers have been changed as follows:

Oregon 115-F $17,057.51 + 3,031.63 = $19,088.14
Oregon 163-A 111,986.18 + [illegible] + 5,875.39 = [illegible]
Oregon 165-B, Type I 18,155.65 + 1,923.16 + 950.48 = $21,029.29.

These figures should be used on all documents showing completed work.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

RECEIVED
DEC 16 1932
OREGON
STATE HIGHWAY COMMISSION

PR-163A

INA

D.C.

November 1st, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith four copies of voucher in amount of $2,213.91, covering the Vaplatia-Hampin Junction Section, Project No. 186-A. This voucher has been prepared in accordance with methods suggested by Mr. Dahlets at the time he was in this office several years ago.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/MR.

Encl.

2,399.33
2213.91
185.42

1298

INA D.C.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 8, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith three copies of the final voucher for Oregon Federal Aid Project 163-A, which was superseded by the voucher submitted November 1, 1932, in the amount of $2,213.91.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

RECEIVED
NOV 9 - 1932
OREGON
STATE HIGHWAY COMMISSION

Form PR-20
Form approved by
Comptroller General U. S.
September 16, 1929

(ORIGINAL)

D. O. Ver. No. .....
No. .....

PAID BY

(For use of Paying Office)

PUBLIC VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

APPROPRIATION: (3x407.1) "Cooperative Construction of Rural Post Roads"
(CONSTRUCTION)

THE UNITED STATES, Dr., *To* Treasurer of the State of Oregon,
(Insert official or depository named in project agreement)

Address Capitol Building, Salem, Oregon.

Federal Aid Project: State Oregon County Wasco No. 163 Sec. A-7(Final)

This voucher for period from Sept. 1, 1931 to Oct. 31, 1931 Contract No. A4pr

Project agreement executed Nov. 7, 1930; modified May. 22, 1931.

Plans, specifications, and estimates recommended by District Engineer .....

For pro rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Work	Total Work Done	Pro rata of U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment (Payee must not use this column)
Roads Grading	$ 32,359.77	62.23%	$20,157.48	$18,239.14	$ 1,898.34	
Surfacing	79,293.37					
Post Roads			39,745.14	39,244.15	500.99	
Advance Fund			39,244.15	39,244.15	- -	
Bridges						
TOTALS	$111,653.14		$ 99,126.77	$96,727.44	$ 2,399.33	

I CERTIFY that, in accordance with the laws of the State, and under the direct supervision of the State Highway Department thereof, labor and materials have been actually put into the road comprising the above-mentioned project, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in the quantities and to the amounts stated herein; that such construction of said project has been done in accordance with said plans and specifications; that no claim has been presented to or payment made by the United States for the labor and materials for which payment is claimed herein; and that the quantities and values of said labor and materials so actually put into said construction, in conformity to said plans and specifications, are as shown in the "Statement of Labor and Materials" herewith.

(Signature) R. H. Baldock,

(Title) State Highway Engineer.

For Oregon State Highway Department.
(Insert official name of highway department)

I CERTIFY that the labor and materials herein described have been inspected by me, or under my direction, by an employee of the Bureau of Public Roads of the Department of Agriculture; that the same have been performed as claimed, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in accordance with the rules and regulations made by him, and that the amount now claimed by the State is justly due.

W. H. Lynch

District Engineer,
Bureau of Public Roads, Department of Agriculture.

Account submitted for $ 2,399.33

Differences [herein / explained] .....

Approved for ..... $

Chief Accountant,
Bureau of Public Roads, Department of Agriculture.

Paid By Check No. ....., dated ....., for $.....
on the Treasurer of the United States to the order of the payee named above.

8—7181

NOV 5 1932 9 13 14 AM

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State Oregon County Wasco No. 163 Sec. A-7(Final)

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	WAPINITIA-MAUPIN JUNCTION					
	Agreement Estimate (E & C not included)				JUL 7 1932 3 23 PM $ 106,778.00	
	Engineer's final estimate on items appearing on the agreement estimate.					
	Grading					
	Clearing and Grubbing	100%	Lump Sum		100.00	
	Common Embankment	98,986	cu.yds.	.19	18,807.34	
	Common Excavation	659.1	" "	.80	527.28	
	Solid Rock Excavation	3,246.3	" "	1.25	4,057.87	
	Class "A" Concrete	0.249	" "	26.00	6.47	
	Riprap	207.92	" "	1.00	207.92	
	18" Corr. Galv. Iron Culvert Pipe	2,166	lin.ft.	1.75	3,790.50	
	24" " " " " "	738	" "	2.20	1,623.60	
	36" " " " " "	66	" "	4.50	297.00	
					$ 29,417.98	
	Surfacing					
	Run-of-Bank Gravel Shoulders	4,587	cu.yds.	1.25	5,733.75	
	Run-of-Bank Gravel Base	16,481	" "	1.25	20,601.25	
	Coarse Broken Stone in Surfacing	9,719	" "	2.30	22,353.70	
	Key Materials in Surfacing	993.5	" "	2.70	2,682.45	
	Screenings in Surfacing	2,131	" "	2.70	5,753.70	
	Filler	1,594	" "	0.30	478.20	
	Filler Haul	7,929.5	yd. mi.	0.18	1,427.31	
	Oil Treatment	81,597	sq.yds.	0.16	13,055.52	
					$ 72,084.88	
			Total		101,502.86	
			Agreement Est.		106,778.00	
			Net Underrun		$ 5,275.14	
	Maximum Allowable Engineering and Contingencies (10% of Engr. Est.) $10,150.28.					
	Actually Incurred Engineering and Contingencies					
	Engineering					
	Salaries			$ 6,046.12		
	Auto Operation and Upkeep			865.60		
	Field Engineering Supplies & Equipment			328.33		
	Testing Materials			106.00		
	Rental of Quarters and Camp Expense			187.69		
					$ 7,533.74	
	Contingencies					

RECEIVED NOV 9 - 1932 OREGON STATE HIGHWAY COMMISSION

Field Engineering Supplies & Equipment	328.33	
Testing Materials	106.00	
Rental of Quarters and Camp Expense	187.69	
		$ 7,533.74

BEAR SPRINGS-WHITE RIVER SUMMIT

Federal Aid Projects Nos. 163-A and 163-B

Sprinkling by State Forces (Prorated on mileage basis)

Project	Net Length	Ratio
163-A	7.727 miles	31.18%
163-B	13.251 "	53.48%
Non-Participating	3.800 "	15.34%
Total	24.778 miles	100.00%

	Total (100%)	163-A (31.18%)	163-B (53.48%)	Non-Partic.(15.34%)
Labor	$ 3,410.59	$ 1,063.43	$ 1,823.98	$ 523.18
Equipment	3,975.35	1,239.51	2,126.02	609.82
Materials & Supplies	4,391.06	1,369.13	2,348.34	673.59
Totals	$11,777.00	$ 3,672.07	$ 6,298.34	$ 1,806.59

Field Engineering Supplies & Equipment	328.33	
Testing Materials	106.00	
Rental of Quarters and Camp Expense	187.69	
		$ 7,533.74
Contingencies		
Haul Adjustment	Cr. 714.01	
Sprinkling by State forces	3,672.07	
Class "A" Concrete 1.91 cu. yds. at $30.00	57.30	
		$ 3,015.36
Overruns - None		
Total Engineering, Contingencies and Overruns		$ 10,549.10
Engineering, Contingencies and Overruns on Which Federal Aid can be paid 10% of Engr. Est. $10,150.28		

RECAPITULATION

Total Actual Cost ($101,502.86 + $10,549.10)	$ 112,051.96
Total Cost on Which Federal Aid is Computed ($101,502.86 + $ 10,150.28)	111,653.14
Total on Which Emergency Advance Fund is Computed as per Voucher No. 6 ($71,353.00 + $7,135.30)	78,488.30
Maximum Legal Federal Aid at 62.23%	69,481.74

SUMMARY OF FUNDS REQUESTED

	Total Cost	Post Road	Advance Fund	State
Grading	$ 32,359.77	20,137.48 (62.23%)	- -	$12,222.29
Surfacing				
Advance Fund Portion	78,488.30	39,244.15 (50%)	39,244.15	- -
Post Road Portion	805.07	500.99 (62.23%)	- -	304.08
Totals	$111,653.14	$59,882.62	$39,244.15	$12,526.37

Amount carried forward .....

U. S. GOVERNMENT PRINTING OFFICE: 1939 8—7181

163a.

July 30, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

We are returning herewith four copies of final voucher in the amount of $2,399.33 for the Wapinitia-Maupin Junction Section, Project No. 163-A. These copies were returned to us by you in anticipation that in preparing the final voucher on 163-B some changes in the prorating of the engineering costs would be involved which would reflect in the preparation of this voucher.

For the reason that no such changes were made, we are returning these copies as originally prepared with the exception that the statement of cost for oiling work by State forces has been based on the length of roadway oiled as 9.704 miles instead of 9.410 miles. This correction is due to the fact that in computing the length of this work both legs of the wye at the west end of the project was not taken into consideration. However, for the reason that the actual cost for the oiling work still exceeds the cost extended at agreed unit prices, no change in the amount of the final voucher is involved.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EK
Incls.

X-R163

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

511 TO 515 COUCH BUILDING
PORTLAND, OREGON

May 27, 1932

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Attention - Mr. S. H. Probert

Gentlemen:

Accept our thanks for yours of May 23rd enclosing copy of Final Estimate to Fischer Bros. on their contract for furnishing broken stone for the Mt.Hood-Bear Springs Section of the Wapinitia Highway.

Since writing you, Mr. Fischer has called at this office and submitted to us the same final quantities as shown by this estimate so that we now have available the correct information upon which to base our claim for final settlement for use of power shovel loading quarry rock required for this work.

Thanking you for your cooperation in this matter, we are

Yours very truly,

PARKER-SCHRAM COMPANY

BY Cochrane

CAS:AC

FORM 2-A-1 404 5M 6-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Bend, Oregon
April 27, 1932.

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
APR 28 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

FK 163-a

Attention: Mr. S. H. Probert

Dear Sir:

Reference is made to your letter of April 19 regarding the claim of Dunn & Baker for an additional allowance of 86¢ per ton on 106.54 tons of cutback asphalt used on the Wapinitia job.

I would prefer to discuss this with our Resident Engineer who had this job before making a recommendation on the matter.

Yours very truly
K. D. Lytle
K. D. Lytle
Division Engineer

kdl/c

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

RECEIVED
NOV 30 1931
OREGON
STATE HIGHWAY COMMISSION

In reply please refer to File No. Ore.E.F.A.P. No. 163-A

Post Office Building
Portland, Oregon.

Nov.27, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

P.S. Enclosed also is an approved copy of the detail estimate upon which the modified project agreement was based.

Apr 1935

Oregon Emergency Federal Aid Project No. 163, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 9, 1930, by the State Highway Commission of Oregon, and on November 7,1930, by the Acting Secretary of Agriculture, as amended by "Modification of Project agreement" signed on April 2, 1931, by the said State Highway Commission, and on May 22, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 163, Section A; and

WHEREAS, the construction work on that portion of the project eligible to Emergency Advance Funds was fully completed prior to September 1, 1931; and by reason thereof the said State Highway Commission has requested that the amount of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), approved for said Section A be increased from $37,420.32 to $39,244.15, and that the Federal Aid approved and set aside to the credit of said Section A be reduced from $65,317.45 to $63,493.62;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of sixty-three thousand, four hundred ninety-three and 62/100 dollars ($63,493.62) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

"(a) By the State, $39,244.15, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction shall be met from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of sixty-three thousand, four hundred ninety-three and 62/100 dollars ($63,493.62), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventeen thousand, four hundred fifty-five and 80/100 dollars ($117,455.80), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

- 3 -

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 3rd day of November, 1931, and the Secretary of Agriculture on the 12 day of November, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission.

_____
Acting Secretary of Agriculture.

Oregon Emergency Federal Aid Project No. 163, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between [redacted]

locally known as [redacted]

and designated in the records of this Department as Emergency Federal Aid Section A Project No. 163 /, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 117,455.60 in lieu of the $65,317.45 approved by Certificate of May 22, 1931, as the total estimated cost of said project, and the sum of $ 63,493.62 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share / per cent of said total estimated cost.

Done at the city of Washington, this 12 day of November one thousand nine hundred and thirty one, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting Secretary of Agriculture.

PR 163A

Oct. 5, 1931.

Mr. W. H. Lynch,
Division Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of October 1st with reference to the recent voucher submitted on the Wapinitia-Maupin Junction Section of the Wapinitia Highway in Wasco County, Oregon Emergency Federal Aid Project 163-A in the amount of $24,057.85 and claiming Emergency Funds in the total amount of $53,244.15.

In accordance with your suggestion we have prepared an estimate as basis for modified agreement and are submitting six copies of the same herewith. We would, therefore, request that the voucher be unchanged as first sent in.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by L. E. Parsons/MC

Encl.

Oregon State Highway Department — Emergency Project No. 161-A

HAPPY VALLEY-MAUPIN JUNCTION SECTION

OF THE MAPLETON HIGHWAY IN WASCO COUNTY

(Estimate as basis for modified agreement. Based on contract prices.)

Salem, Oregon, Oct. 3, 1931.

Grading

All Required							
100,000	cu.	yds.	Clearing and Grubbing				$ 100.00
1,700	"	"	Common Embankment	$0.19	low	bid	19,000.00
4,000	"	"	Common Excavation	0.50	"	"	1,500.00
5	"	"	Solid Rock Excavation	1.25	"	"	5,000.00
100	"	"	Class "A" Concrete	26.00	"	"	130.00
280	lin.	ft.	Riprap	1.00	"	"	100.00
4,800	"	"	24" Corr. Galv. Iron Siphon Pipe	2.40	"	"	600.00
450	"	"	18" " " " Culv. Pipe	1.75	"	"	7,875.00
60	"	"	24" " " " Culv. Pipe	2.20	"	"	990.00
			36" " " " Culv. Pipe	4.50	"	"	270.00
			Sub-total				$35,425.00
			10% Engr. & Cont.				3,542.50
			Total, grading				$38,967.50

Surfacing

					Second		
3,900	cu.	yds.	Run-of-bank Gravel Shoulders	$1.25	low	bid	$ 4,875.00
17,000	"	"	" " " Base	1.25	"	"	21,250.00
9,200	"	"	Coarse Broken Stone	2.30	"	"	21,160.00
1,600	"	"	Key Materials in Surfacing	2.70	"	"	4,320.00
1,900	"	"	Screening in Surfacing	2.70	"	"	5,130.00
2,000	"	"	Filler	0.30	2nd low	bid	600.00
4,000	yd.	mls.	Filler Haul	0.18	"	"	720.00
81,000	sq.	yds.	Oil Treatment	0.16	(estimate)		12,960.00
			Sub-total				$ 71,155.00
			10% Engr. & Cont.				7,115.50
			Total, surfacing				$ 78,488.50
			Sub-total				$ 106,778.00
			10% Engr. & Cont.				10,677.80
			Total.....				$ 117,455.80

Length of Project 7.727 miles
Cost per mile $15,200.00
Estimated per cent complete by Sept. 1, 1931 81%

SUMMARY

Item	Total Cost	Federal Aid	Secondary Advance Funds	State Funds
Post Road Portion				
Grading	$ 38,987.50	$24,249.47 (62.23%)	$ --	$14,738.03
Advance Fund Portion				
Surfacing	78,488.30	39,244.15	39,244.15	--
	$117,475.80	$63,493.62	$ 39,244.15	$14,738.03

State funds for construction: Chapter 178, Laws 1917; Chapter 51, Laws 1920.

State funds for maintenance: Chapter 41, Laws 1927.

NOTE: The estimated cost of surfacing, for items included in this project, based on prices of 2nd low bidder, to whom contract was awarded, is less than if based upon low bid.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

October 1, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

The voucher submitted September 26, 1931, on Oregon Emergency Federal Aid Project No. 163-A in the amount of $24,037.85 shows the total Emergency Funds claimed as $39,244.15.

The project agreement (modified May 22, 1931) sets up $37,420.32 as the State's share, which may be provided in whole or in part from the Advance Funds.

Because the voucher claims more than is set up in the project agreement, it cannot be paid in its present form. Presumably rather than to lose the $1,823.83 excess, you will desire to modify the agreement. Such being the case, it will be necessary for you to submit a revised estimate for the purpose of modification. If such is your desire, please submit the estimate promptly in order that the modification may be drawn without delay.

Also please advise us if you wish the present voucher reduced and paid under the existing agreement with the understanding that a similar voucher claiming the difference between the project agreement amount and the voucher amount will be submitted later.

Very truly yours,

W. H. LYNCH
District Engineer.

By J. A. Elliott
J. A. Elliott
Sr. Highway Engineer

kdl/c
cc. Mr. Slavens.

[redacted]

[redacted]

[redacted]

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

Bend Springs - White Rain Summit Section

PR 163 B

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

June 22, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert.

Dear Sir:

Reference is made to your letter of June 10th regarding the west end of the Dunn and Baker contract No. 1254.

We have instructed Mr. Slavens not to do anything in the future, west of station 773+50, which station marks the east end of the Harness job. However, the grading from station 716+31.9 to 773+50 had been completed before your letter was received.

RECEIVED
JUN 23 1931
OREGON
STATE HIGHWAY COMMISSION

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Lytle
K. D. Lytle
Div. Office Engineer

kdl/c
cc. Mr. Slavens.

#1204
Wasco Co

June 16, 1931

P11163a

Commercial Casualty Insurance Company,
C. A. Mansfield, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1204 for the construction of the Wapinitia-Maupin Junction Section of the Wapinitia Highway in Wasco County, consisting of 7.4 miles of grading, has been completed by the contractors, Barnett & Mitchell, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 26th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract and which will include the final payment will be $36,478.46. Of this amount $6,302.01 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PRJ 103-A

June 11, 1931.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of an analysis of cost for constructing bituminous macadam wearing surface on the Rhodes-Sandrom-Government Camp Section, Project No. 158-B.

We are likewise enclosing six copies of an analysis of cost for oiling the macadam base on the following projects:

Redmond-Otis	Project No.	155-A
Pilot Rock-Rye	" No.	152-A
Sepinitia-Madras Junction	" No.	163-A
Bear Springs-Sepinitia	" No.	158-B
Rock Creek-Valsetz Branch	" No.	6
Barnhouse Bridge-Pictures Gorge	" No.	154-B

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. E
Off.

Dict. by J. V. Nash/M.

encl.

CAPACITY-HAUL JUNCTION

Project No. 168-A

(Estimated Cost of Oiling Maximum Haul by State Forces)

1. **No. 2 Oil**

Source,	California Bay Districts	
Point of Delivery	Hayden	
Cost at Source		$10.50 per ton
Freight		8.70 " "
	Total	$19.20 per ton or $.061 per gal.

Estimated cost of Oil per square yard 0.9 gal. at $.061 = = = $0.057

2. **Production and Stock Piling of Aggregate** (Contract No. 1254)

1-3/4" - 3/4"	Matls. in Stock Pile	$1.65	per cubic yard
3/4" - 1/2"	" " " "	1.65	" " "
1/2" - 1/4"	" " " "	1.65	" " "

Cost of Aggregate per square yard:

.020	cu. yd.	1-3/4" - 3/4"	Matls. at $1.65	$.037
.008	" "	3/4" - 1/2"	" at 1.65	.017
.004	" "	1/2" - 1/4"	" at 1.65	.011

Cost of Aggregate per square yard = $0.065

3. **Labor, Equipment and Supplies**

As per attached Statement $648.75 per day

Estimated daily run, 8,000 square yards
Cost per square yard, - - -

DAILY COST OF OILING CREW

EQUIPMENT

1	Oil Distributor	at	$25.00	per day	$25.00
1	Tender Truck	"	20.00	"	20.00
3	Tender Truck Trailers	"	5.00	"	15.00
1	Boiler (2 shifts)	"	5.00	"	10.00
1	Retort (2 shifts)	"	11.00	"	22.00
1	Fuel Tank Trailer	"	2.50	"	2.50
1	Water Tank Trailer	"	2.25	"	2.25
2	Motor Graders	"	5.25	"	10.50
2	10-ton Gas Rollers	"	10.00	"	20.00
5	Dump Trucks	"	11.00	"	55.00
3	Light Trucks	"	2.50	"	7.50
2	Ford Cars	"	1.25	"	2.50
2	Sweepers	"	5.00	"	10.00
2	Tractors	"	3.50	"	7.00
2	Loaders	"	15.00	"	30.00
1	Flat Bed 10-ton Trailer	"	10.00	"	10.00
			Total		$244.25

SUPPLIES

Gasoline, Oil and Grease	$100.00	per day	
Fuel for Boiler and Retort	15.00	"	
Total			$115.00

LABOR

1	Superintendent	at	$10.00	per day	$10.00
1	Foreman	"	8.00	"	8.00
1	Timekeeper	"	5.00	"	5.00
1	Retort Operator	"	8.00	"	8.00
2	Boiler Operators	"	7.00	"	14.00
1	Watchman	"	4.00	"	4.00
1	Mechanic	"	7.00	"	7.00
2	Loader Operators	"	8.00	"	16.00
2	Pitmen	"	5.00	"	10.00
2	Tractor Drivers	"	6.00	"	12.00
1	Pilot Car Driver	"	5.00	"	5.00
8	Truck Drivers	"	6.00	"	48.00
2	Rollermen	"	7.50	"	15.00
1	Oil Truck Driver	"	7.00	"	7.00
1	Leverman	"	6.50	"	6.50
1	Tender Truck Driver	"	6.00	"	6.00
2	Grader Operators	"	7.00	"	14.00
2	Flagmen	"	5.00	"	10.00
17	Laborers	"	5.00	"	85.00
			Total		$290.50

Total for Equipment, Labor and Supplies $649.75

STATE OF OREGON

HIGHWAY DEPARTMENT

STANDARD RENTAL SCHEDULE FOR OILING EQUIPMENT

Cars	Average Cost	Av. Yrs. Life	Days Worked per Year	Depreciation	Tires Overhaul & Repairs	Rental Rate
Fords & Chevrolets	$ 700	3	300	$0.75	$0.50	$1.25
Trucks						
Fords & Chevrolets	1000	3	220	1.50	1.00	2.50
2 Ton F.W.D.	4300	5	200	4.30	3.20	7.50
3-1/2 Ton F.W.D.	6300	5	170	7.50	5.00	12.50
3-1/2 Ton Dump Trucks, Federals, etc.	4600	4	150	7.50	3.50	11.00
Oil Tenders; Liberty	8000	5	140	12.00	8.00	20.00
Oilers F.W.D. 6 Ton	10500	6	120	14.50	10.50	25.00
Water Tank	5000	5	200	5.00	3.00	8.00
Tractors						
Fordson	1300	5	155	1.70	1.30	3.00
McCormick-Deering	1450	5	160	1.80	1.70	3.50
60-Caterpillar	5800	4	160	9.00	6.00	15.00
Graders						
All Makes 10' Moldboard	1400	4	200	1.75	0.25	2.00
All Makes 12' Moldboard	2000	4	200	2.50	1.00	3.50
Adams 8' Scarifier	2000	4	200	2.50	1.00	3.50
All Makes Motorized Units without power	1400	4	200	1.75	0.50	2.25
Trailers						
Flat Bed 6 Ton Drop Frame	1300	7	50	3.75	2.75	6.50
" " 10 " " "	2000	7	50	5.75	4.25	10.00
Water Tank	900	7	100	1.25	1.00	2.25
Fuel Tank Insulated	1000	7	100	1.50	1.00	2.50
Oil Tank Insulated Tender	1700	7	100	2.50	2.50	5.00
Miscellaneous Equipment						
Boilers 20 H.P. Portable	2700	5	160	3.40	1.60	5.00
Retort Portable	2800	4	120	6.00	5.00	11.00
Loaders Mogul	4800	5	100	9.50	5.50	15.00
Loaders Special	2500	5	70	7.00	3.00	10.00
Shovel 1/4-3/8 yards	5400	5	160	11.25	3.75	15.00
" 1/2 yard	8200	4	160	12.75	4.75	17.50
Sweepers	900	5	60	3.00	2.00	5.00
Rollers 10 Ton Gas	4300	5	120	7.50	2.50	10.00
" 6 " "	3000	5	120	5.00	2.50	7.50
Disc Harrow	150	1	100	1.50	0.50	2.00

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore.E.F.A.P. 163-A

Post Office Building,
Portland, Oregon,

June 8, 1931.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

RECEIVED
JUN 9 1931

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer.

Encl.

P.S. Enclosed also is one copy of the approved detailed estimate together with approved special provisions.

Oregon Emergency Federal Aid Project No. 163, Section A. A 4 for 7975-

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 9, 1930, by the State Highway Commission of Oregon, and on November 7, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 163, Section A, now designated as Oregon Emergency Federal Aid Project No. 163, Section A; and

WHEREAS, the said State Highway Commission of Oregon has requested approval of a revision of the plans, specifications and estimates approved for said Section A to provide for the construction of an oil treated crushed rock wearing surface 18 ft. wide over its entire length; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $38,967.50 to $117,455.50, and that the Federal funds approved and set aside to the credit of said Section A be increased from $24,249.47 to $65,317.45; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.) be provided to cover the State's share of the cost of construction of the additional work eligible thereto:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of

Agriculture that the plans, specifications and estimates approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of sixty-five thousand, three hundred seventeen and 45/100 dollars ($65,317.45) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article I shall read:

> "Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:
>
> (a) By the State, $37,420.32, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction shall be met from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (b) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (c) to read:

> "(c) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions

from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-five thousand, three hundred seventeen and 45/100 dollars ($65,317.45), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventeen thousand, four hundred fifty-five and 50/100 dollars ($117,455.50), the approved total estimated cost of Section A of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 2nd day of April, 1931, and the Secretary of Agriculture on the 22nd day of May, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzer
Chairman, State Highway Commission

By W A Lynch
Member, State Highway Commission

By C H Stanley
Member, State Highway Commission

Attest: R. M. Hendricks
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 163-A.

from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-five thousand, three hundred seventeen and 45/100 dollars ($65,317.45), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventeen thousand, four hundred fifty-five and 50/100 dollars ($117,455.50), the approved total estimated cost of Section A of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 2nd day of April, 1931, and the Secretary of Agriculture on the 22nd day of May, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzer
Chairman, State Highway Commission

By W H Lynch
Member, State Highway Commission

By C A Barnett
Member, State Highway Commission

R. B. McDonald
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 163-A.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 1390+42.3 at the east end of the Forest Highway Project in the N.E.¼ of Sec.23, T.5 S., R.12 E., W.M., and survey station 1782+25.5 in the N.½ of Sec.1, T.5 S., R.13 E., W.M., at a junction with The Dalles-California Highway near Maupin, locally known as the Wapinitia-Maupin Junction Section of the Wapinitia Highway, between Government Camp and a point on the Federal Aid road near Maupin, Wasco County, and designated in the records of this Department as Section A of Project No. 163, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 117,455.80 In lieu of the $24,249.47 Section A of approved by Certificate of November 7, 1930, as the total estimated cost of said project, and the sum of $ 65,317.45 Section A of Authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the ..... per cent of said total estimated cost.

Done at the city of Washington, this 22nd day of May one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting Secretary of Agriculture.

MAR 2 1 1931

SPECIFICATIONS FOR OIL TREATMENT OF

BROKEN STONE AND CRUSHED GRAVEL SURFACING

- - - - TAPINITIA-MAUBIN JUNCTION SECTION - - -

Federal Aid Project No.-163-A

1. Description: - The oil treatment to be provided under this specification is to consist of three applications of heavy road oil, each application to be followed by a spread of fine broken stone. It is designed for use where the volume of traffic does not warrant the construction of the heavier and more expensive types of wearing surface.

2. Width: - 18 feet with extra width as required.

3. Sizes of Aggregate: - Grade "C" - 1-1/4 to 3/4 inch
Grade "B" - 3/4 to 1/2 inch
Grade "A" - 1/2 to 1/4 inch

4. Oil: - No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Preparation of Surfacing: a. Perform whatever operations may be necessary to bring the broken stone or crushed gravel surfacing to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

6. Construction Procedure: - a. Apply No. 3 oil at a rate of 0.20 gallon per square yard.

b. Spread 1-1/4" - 3/4" aggregate at a rate of .020 cubic yard per square yard. Blade and broom to smooth surface, adding additional rock by hand where required. Roll until course is thoroughly compacted.

c. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

d. Spread 3/4" - 1/2" aggregate at a rate of .009 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

e. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

f. Spread 1/2" - 1/4" aggregate at a rate of .0075 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

EXAMINED AND RECOMMENDED
FOR APPROVAL .....
By ..... Date .....
MAR 24 1931

#1204

May 22, 1951.

S.M.P says penalty cancelled

PR 163-a

Mr. C. W. Wanzer,
Division Highway Engineer,
Bend, Oregon.

Dear Sirs

The first time extension granted to Barnett & Mitchell on their contract for grading the Wapinitia-Maupin Junction Section, extending the completion date to April 1st, was granted with the consideration that the contractor pay the engineering costs subsequent to the original date of completion. Will you please make up a bill covering these costs for this period - January, February and March. Below is a list of the engineering salaries for this period as shown on our books. This may help you in preparing your bill.

January, 1951			
C. C. Slavens, Res. Engr., 6th & 12th.....	2 days	at $225.00	$14.52
N. H. Williams, Transitman, 20th, 21st and 26th	3 days	at 170.00	16.45
Henry Calloway, Rock Checker, 3rd and 15th to 18th inclusive.....	5 days	at 120.00	19.35
Mitchell Stump, Chainman, 9th to 13th; 19th to 21st; 24th and 25th inclusive..	10 days	at 100.00	32.26
Laurance Deardorf, Chainman, 7th; 19th to 21st and 24th to 29th inclusive..	10 days	at 100.00	32.26
February, 1951			
C. C. Slavens, Res. Engr., 24th.....	1 day	at $225.00	8.04
March, 1951			
C. C. Slavens, Res. Engr., 16th.....	1 day	at $225.00	7.26
E. Wedge, Transitman, 2nd.....	1 day	at 170.00	5.48
Henry Callaway, Rock Checker, 5th, 6th and 27th.....	3 days	at 120.00	11.61
Mitchell Stump, Chainman, 2nd.....	1 day	at 100.00	3.23
Verl Fraley, Chainman, 1st to 9th; 12th, 13th and 17th to 28th inclusive..	23 days	at 90.00	66.77
O. M. Guptill, Transitman, 6th, 7th and 27th to 31st inclusive.....	7 days	at 170.00	38.39

Very truly yours,
ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by D. C. DeSart/MR

#1204

PR163A.

May 16, 1931

Commercial Casualty Insurance Company,
C. A. Mansfield, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Barnett & Mitchell on contract No. 1204 for the construction of the Wapinitia-Maupin Junction Section of the Wapinitia Highway in Wasco County. This payment will be made on or after May 26th, 1931.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PR 163 A

May 14, 1951.

Mr. C. W. Hanzor,
Division Highway Engineer,
Bend, Oregon.

Dear Sirs Attention: Mr. J. A. Hamlin

Reference is made to your note attached to the voucher in the amount of $52.00 payable to Charles F. Cox, for the purchase of a quarry site north of Maupin. You were quite right in charging this voucher to 33 PA-545. Our custom has been to charge purchases of property for quarry sites and stock pile sites to the surfacing project on which the material was to be used. All right-of-way charges, however, should be charged to special "gs" prefixes as they are assigned to a given section.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by L. E. Parsons/ER.

My-12

...e we rig. in charging
...to 33 PA-543 or
Should it be charged to
33 SG.

C.W.M.
By J.H. Hardie
Chas. F. Cox #5200

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

PP163a.

RECEIVED
MAY 1931
OREGON
HIGHWAY COMMISSION

...return extra work bill No. 6 which accompanied the final estimate on contract No. 1204.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By S. H. Probert

S. H. Probert,
Office Engineer.

Dict. by D. G. DeSart/ER.

encl.

This should be returned through the Division Office.

5/9/31
LD.

FORM 2-A-1 P-21000 4000 4-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 5, 1931.

IN REPLY PLEASE REFER TO FILE NO.

PR 1634.

Mr. C. C. Slavens,
Resident Highway Engineer,
Maupin, Oregon.

RECEIVED
MAY 9 1931
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are enclosing for approval and return extra work bill No. 6 which accompanied the final estimate on contract No. 1204.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By S. H. Probert

S. H. Probert,
Office Engineer.

Dict. by D. G. DeSart/ER.

encl.

This should be returned through the Division Office.

5/9/31

IA 1630-

April 6, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed three signed copies of modified agreement for the Wapinitia-Maupin Junction Section, Emergency Project No. 165-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By _____

S. H. Prebert,
Office Engineer.

Dist. by J. W. Nash/ER.
encl.

PR1630

March 10, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement and six copies of analysis of cost for preliminary oil treatment on the Wapinitia-Maupin Junction Section, Project No. 165-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Mash/ER.

encl.

Oregon State Highway Department — Emergency Project No. 188-A

BAPTISTA-MAPLE JUNCTION SECTION

OF THE BAPTISTA HIGHWAY IN WASCO COUNTY

(Estimate on basis for notified agreement. Based on contract prices.)

Salem, Oregon, March 10, 1931.

Grading

All Required		Clearing and Grubbing			$ 1,000.00
100,000 cu. yds.		Common Embankment	$0.10	low bid	10,000.00
1,700 cu. yds.		Common Excavation	0.80	" "	1,360.00
4,000 cu. yds.		Solid Rock Excavation	1.25	" "	5,000.00
5 cu. yds.		Class "A" Concrete	25.00	" "	125.00
100 cu. yds.		Riprap	1.00	" "	100.00
200 lin. ft.	24"	Corr. Galv. Iron Siphon Pipe	2.40	" "	480.00
4,500 lin. ft.	18"	" " " Culvert Pipe	1.75	" "	7,875.00
400 lin. ft.	24"	" " " Culvert Pipe	2.50	" "	900.00
60 lin. ft.	36"	" " " Culvert Pipe	4.50	" "	270.00
			Sub-total		$ 26,430.00
			10% Engr. & Cont.		2,643.00
			Total, grading		$ 28,967.00

Surfacing

3,900 cu. yds.		Run-of-bank Gravel Shoulders	$1.25	low bid	$ 4,875.00
17,000 " "		" " " " Base	1.25	" "	21,250.00
9,300 " "		Coarse Broken Stone	2.30	" "	21,390.00
1,600 " "		Key Materials in Surfacing	2.70	" "	4,320.00
1,900 " "		Screening in Surfacing	2.70	" "	5,130.00
2,000 " "		Filler	0.30	2nd low bid	600.00
4,600 yd. mls.		Filler Haul	0.18	" " "	828.00
81,000 sq. yds.		Oil Treatment	0.16	(estimated)	12,960.00
			Sub-total		$ 71,353.00
			10% Engr. & Cont.		7,135.30
			Total, surfacing		$ 78,488.30
			Sub-total		$106,778.00
			10% Engr. & Cont.		10,677.80
			Total		$117,455.80

Length of Project 7.727 miles
Cost per mile $15,200.68
Estimated per cent complete by Sept. 1, 1931 81%

SUMMARY

Item	Total Cost	Federal Aid	Emergency Advance Funds	State Funds
Post Road Portion				
Grading	$38,067.80	$24,368.67 (60.32%)	- -	$14,718.08
Surfacing	14,812.76	9,280.22 (62.32%)	- -	5,532.54
Advance Road Portion				
	63,575.52	19,072.88 (30%)	34,966.38 (55%)	9,536.24
	$117,456.80	$52,502.34	$34,966.38	$29,986.98

State funds for construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for maintenance: Chapter 41, Laws 1927.

NAPIERVILLE-NAPERVILLE JUNCTION

ANALYSIS OF COST FOR

PRELIMINARY OIL TREATMENT

Project No. 165-A

	Per Square Yard
Preparing Base	$ .009
No. 5 Oil	.035
Heating Hauling and Spreading Oil	.019
Aggregate	.066
Loading, Hauling and Placing	.027
Moving and Setting up Plant	.003
Supervision	.002
	$ .160 per sq. yard

Jan. 13, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying surfacing specifications, five bid proposals and five sets of oil treatment specifications covering the Wapinitia-Maupin Junction Section, Project No. 163-A. Four blueprint copies of Sheet #2 of the plans which has been revised to show the typical surfacing section and the surfacing quantities are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/MR.

encl.

Oregon State Highway Department Project No. 165-A

MAPLETTA-HAMPTON JUNCTION SECTION

OF THE MAPLETTA HIGHWAY IN MASCO COUNTY

(Estimate with surfacing specifications. Not as basis for modified agreement)

Salem, Oregon, January 15, 1931.

Grading

All Required	Clearing and Grubbing			$ 100.00
100,000 cu. yds.	Common Embankment		$0.15	15,000.00
1,700 cu. yds.	Common Excavation for culverts		0.80	1,360.00
4,000 cu. yds.	Solid Rock Excavation		1.25	5,000.00
5 cu. yds.	Class "A" Concrete		26.00	130.00
100 cu. yds.	Rip Rap		1.00	100.00
250 lin. ft.	24" Corr. Galv. Iron Siphon Pipe		2.40	600.00
4,500 lin. ft.	18" Corr. Galv. Iron Pipe		1.75	7,875.00
450 lin. ft.	24" Corr. Galv. Iron Pipe		2.20	990.00
60 lin. ft.	36" Corr. Galv. Iron Pipe		4.50	270.00

Sub-total..... $35,425.00

10% Engr. & Cont..... 3,542.50

Total, grading.....$38,967.50

Surfacing

3,900 cu. yds.	Run-of-Bank Gravel Shoulders	1.25	1.05	$ 4,095.00
17,000 cu. yds.	Run-of-Bank Gravel Base	1.25	1.10	18,700.00
9,500 cu. yds.	Coarse Broken Stone Surfacing	2.30	2.50	23,250.00
1,600 cu. yds.	Key Materials in Surfacing	2.70	2.50	4,000.00
1,900 cu. yds.	Screenings in Surfacing	2.70	2.50	4,750.00
2,000 cu. yds.	Filler	.30	0.40	800.00
4,600 yd. mi.	Filler Haul	.18	0.20	920.00
81,000 sq. yds.	Oil Treatment (state force)		0.16	12,960.00

Sub-total..... $69,475.00

10% Engr. & Cont..... 6,947.50

Total, surfacing.....$76,422.50

Sub-total.....$104,000.00

10% Engr. & Cont..... 10,400.00

Total.....$ 114,300.00

Length of Project 7.727 miles
Cost per mile $14,933.55

SUMMARY

Item	Total Cost	Federal Aid	Serv. Emergency Funds	State Funds
Grading	$38,967.50	$24,249.47 (62.25%)	$ --	$14,718.03
Surfacing	76,422.50	47,557.72 (62.25%)	28,864.78	--
	$115,390.00	$71,807.19	$ 28,864.78	$14,718.03

Non-participation Construction

60 lin. ft.	48" Corr. Galv. Iron Pipe	$8.00	$480.00

PR 1630

March 18, 1931

Mr. K. D. Lytle
Assistant Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 16, 1931 regarding the completion of the Wapinitia-Maupin Junction grading project, Barnet & Mitchell, contractors. I note that you are having difficulty in securing a proper finish on this grading job by these contractors and that the work is still not completed to your satisfaction.

Before you put in a gang of your own to finish this job to the required standard, I think it would be well to call on Barnet & Mitchell once more to finish the job to your requirements, advising them that if they fail to do so, you will put in a gang and finish the work as it should be done, charging the expense against their final estimate. If they are still unwilling to do the right thing after receiving this notice, it will be proper for you to go in and do the work with your own forces and charge the cost of the same against the contract.

Very truly yours

State Highway Engineer

RAK:HI

cc C. W. Wanser

PR 163a

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

March 16, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We have had a hard time in getting Barnett & Mitchell, who have the contract for the grading of the Wapinitia-Maupin Junction Section of the Wapinitia Highway, to properly finish their grading. I have had Mr. Slavens, the resident engineer, bring them back over the job twice but it is still not finished according to our standards. The top of the road bed and the fill slopes are fairly well finished but the back slopes and the bottoms of the borrow pits are very ragged as are the back slopes in the cuts.

These contractors seem to lack the ability to complete this work and I am asking for authority to put some one in to do the job and charge the costs of the work to these contractors. I think it would probably cost about four or five hundred dollars to do the work I think is necessary.

Will you kindly advise regarding this matter?

Yours very truly

K. D. Lytle

K. D. Lytle
Ass't. Division Engineer

kdl/c
cc. Mr. C. C. Slavens
Mr. C. W. Wanzer

FORM S-C-1 S-17418 3000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR 163a

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

March 16, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached herewith is Extra Work Bill # 5, which covers work performed by Barnett & Mitchell, contractors on the Wapinitia-Maupin Junction section of the Wapinitia Highway. The work performed, as shown on the bill, pertains to drilling and shooting test holes for quarry sites.

Since there will not be an estimate for Barnett & Mitchell submitted this month, and since it will be some time until their final estimate is submitted, I would recommend that this extra work bill be payed.

Mr. Mitchell has written asking if this bill could be paid as they are in need of the money.

Yours very truly
K D Lytle
K. D. Lytle
Ass't. Division Engineer

kdl/c
encls.
cc. Mr. C. C. Slavens.

BP.

PR 163 A

December 8, 1930.

Mr. C. W. Hauser,
Division Engineer,
Oregon State Highway Dept.,
Bend, Oregon.

Dear Sir:

In accordance with the information given in Mr. Stevens letter of November 24th, and yours of December 1st, the time of Charles Young has been charged to the Wapinitia-Maupin Junction Project, 33 FY-880, a notation being made on the payroll describing the nature of the work which was performed by Mr. Young.

The force account bill payable to Barnett and Mitchell in the amount of $352.74 will be paid to the contractor on his December estimate. The only way to have the original charge go against the maintenance order 33 MV-118, would be to pay the contractor on a commercial voucher. By handling the bill as a force account item, the charge will appear on the grading project 33 FY, and, as you prefer this method of payment, it will be necessary to submit an extra work order. There have been other instances where expenditures in connection with prospecting for surfacing materials have been necessary prior to the assignment of the surfacing prefix, and such expenditures have been charged against the grading job.

The above manner of handling the payment to the contractor is also favored by this office, the theory being that when all payments to the contractor for work performed under his contract, or for extra work in connection with his job are gathered together on his estimate, it provides a greater safeguard against the possibility of duplication of payment.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Work order
rec'd 1/16/31
SEP

Dict. by L. E. Parsons/ER.
cc to C. C. Stevens

2000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

December 1, 1930.

RECEIVED
DEC 2
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert.

Dear Sir:

Reference is made to your letter of November 22 addressed to Mr. Slavens and which was dictated by Mr. Parsons, regarding that time of Charles Young charged to 33 PY-531, as shown on Slavens' October pay roll.

It would seem from Mr. Slavens' explanation contained in his letter of November 24th, that this amount should have been charged to account number 580. However, Slavens states in his letter that he accepts your correction, which leaves us rather in doubt as to just what it is charged to. It would seem that 580 is the correct number and we presume that you will charge it to that on your books unless we hear from you to the contrary. Likewise the payment to Waupin Service Station.

In regard to the force account bill number one in the amount of $352.74 payable to the contractor, Barnett & Mitchell for work performed in the in the prospecting for quarries. We did not submit an Extra Work Order for this work for the reason that we saw no reason why this sort of work should be charged on the estimate for the grading of this section and for that reason we wrote up an "Extra Gang Maintenance Work Order" 33 MV-118, which was sent to Salem and has been returned to this office with Mr. Baldock's approval.

As the work was done by Barnett & Mitchell, we thought this bill should be paid on their monthly estimate along with their regular payment and for this reason we did not send in a separate voucher with the bill. We prefer this method of handling that bill for the reasons stated above, to that of issuing an Extra Work Order. However, if the matter cannot be handled in that manner, please advise us and we will issue an order for Extra Work.

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Lytle

kdl/e
cc. Mr. G. C. Slavens

5000 4-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Oregon,
November 24, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

PR 163 A

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. S. H. Probert.

Dear Sir:

Reference is made to your letter of November 22nd concerning the time and equipment of Charles Young, Foreman, from the 16th to the 31st of October.

During this time Mr. Young was waiting for equipment and men, also orders, to proceed with clearing and grubing of stock pile sites, and snag cutting on the Wapinitia Highway, which he was to be in charge of. Not having anything in particular to do during this time, he was pouring concrete around metal posts which were set in the solid rock, and doing other small jobs relative to the R.O.W. Fence being constructed as Extra Work. This arrangement was O.K. with the contractor, and it seemed the least expensive way to complete this part of the work. If his time cannot be charged to the R.O.W. Fence, and as he did not start to work on the clearing of stock pile sites, and snag cutting until the 1st of November, your correction of the account numbers is accepted.

From the 1st of November on he has been engaged entirely with the clearing and grubbing of stock pile sites, and snag cutting. His time, equipment, bills, etc., will be charged to the prefixes assigned to this work.

As to "Bill No. 1" in the amount of $352. [illegible] to Contractors Barnett & Mitchell for work performed during September prospecting for rock quarries on the Joe Higgles property, and charged against 33MV-118, as advised from the Division Office, this bill should be paid on a force account basis, and as no order for extra work has been submitted, I am this date submitting through the Division Office an Extra Work Order covering this particular work.

LEP

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein, Attention Mr. Probert - 2.

I am sure no confusion will be had on these particular items in the future.

Yours truly,

C. C. Slavens

C. C. Slavens
Resident Engineer.

CCS:kl

cc Mr. C. W. Wanzer.

November 22, 1930.

Mr. C. C. Stevens,
Resident Engineer,
Oregon State Highway Dept.,
The Dalles, Oregon.

Dear Sir:

Reference is made to the October payroll showing the time of Charles Young, foreman, from the 16th to the 31st, amounting to $77.42 and charged to 33 PY-531. Also, reference is made to the bill amounting to $3.15 for purchases from Richmond's Service Station at Maupin of gas, oil, etc., used on State Highway truck 1514 and charged to 33 PY-531.

Account No. 531 is used only to distribute the expenditures in payments of monthly estimates on unit price contracts to contractors, and is not used in charging bills or payrolls by the field engineering forces. If Mr. Young was employed on engineering work, his salary should be charged to Account No. 441. If he was performing work as foreman in connection with prospecting for surfacing materials, his time should be charged to Account No. 568. Likewise, the payment to the Maupin Service Station, if an engineering expense, should be charged to Account No. 444, and if used in prospecting for surfacing work, should be charged to Account No. 568.

The above distribution of charges have been changed to appear against Account No. 441 and 444 respectively. If you wish these transferred to any other account number, will you please so advise.

We are holding "bill No. 1" in the amount of $352.74, payable to Contractors Barnett and Mitchell, for work performed during September, prospecting for rock quarries on the Joe Riggle's property, and charged against 33 MV-118. We note that you have designated that this charge should accompany estimate No. 4, and that you have listed the bill on the record of force account work form the same as if it were a force account bill. If it is your intention that this should be paid to the contractor as force account work, it should be noted on the bill the contract number and force order number under which the work was authorized. Providing it is to be paid as force account work, we will

require an approved force order to be submitted through the division office.

We will be pleased to have you give your early attention to the distribution of charges on the above items, with your recommendation as to the correct way of handling the bills.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by Mr. L. K. Parsons/MR.

cc to C. W. Wanner, Bend, Oregon.

Form 39—E-18160—1500—9-30.

PR:630.

OREGON STATE HIGHWAY DEPARTMENT Report No. 25

FIELD ENGINEER'S WEEKLY REPORT

Date December 31 Date Hours 0.

Job name Wapinitia-Maupin Junction

Week from Dec. 21st to Dec. 28th

Mail address The Dalles, Oregon

Highway Wapinitia

Telegraph or telephone address The Dalles, Ore.

County Wasco Job prefix 33PY

Express and freight address " " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

GRADING

Contractor has not done very much this week on the finishing of the grading work. The material is frozen, and he is unable to do very much with a grader.

The Contractor's crew of four or five men have been drilling test holes for quarry sites, also test pits for gravel. They have completed two test holes at the quarry three miles south of Wapinitia. The results here were good. They have also completed several test holes for gravel near M.P. 28 on the Wapinitia Highway. The results at this place are O.K. The crew at this time are starting a test hole at the quarry site located two miles south of M.P. 27. This should be completed by the end of the week.

(See back of this sheet for instructions and detailed information.)

Signed C. C. Hagens

Title Resident Engineer.

DEC 1930

Sent to Karl E. Hall 1-12-30

GRADING CONSTRUCTION

Total miles of grading in project 7.4

Miles completed ---

Miles completed except finishing 7.4

Total cubic yards in project 101,700

Cubic yards moved to date 101,700

Miles covered by contractor's forces 7.4

Miles cross-sectioned 7.4

Miles cross-sections completed and checked 6.5

Miles to be remeasured ---

Number men in Engineering Party

Contractor's average force for week 4 *men,*

No *teams,* *steam shovels*

Grading work will be completed about Jan. 15, 1930.

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* *Percentage*
2. *Percentage*
3. *Percentage*
4. *Percentage*

Sent to Karl G. Hall 12-12-29

Form 39—E-18100—1500—9-30.

PR 163a

ORE[illegible]N [illegible]ATE HIGHWAY DEPARTME[illegible] [illegible]port No. 23.

FIELD ENGINEER'S WEEKLY REPORT

Date ..... December 17 ....., 1930.

Job name ..... Wapinitia-Maupin Junction ..... *Week from* ..... Dec. 8th ..... *to* ..... Dec. 14th .....

Mail address ..... The Dalles, Oregon. .....

Highway ..... Wapinitia ..... *Telegraph or telephone address* ..... The Dalles, Oregon. .....

County ..... Wasco ..... *Job prefix* ..... 33PY ..... *Express and freight address* ..... " " " .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

GRADING

The weather conditions have been such this week that the Contractor was unable to do finishing work. A small crew of men constructed dykes, and other rip rap structures.

The finishing of this work will take some time, and will be started as soon as the grade is dry enough to work.

(See back of this sheet for instructions and detailed information.)

Signed ..... C. C. Stevens .....

Title ..... Resident Engineer. .....

DEC 18 30

[illegible] sent to Karl E. Hall 12-12-30

#1204

GRADING CONSTRUCTION

Total miles of grading in project 7.4

Miles completed —

Miles completed except finishing 7.4

Total cubic yards in project 101,700

Cubic yards moved to date 101,700

Miles covered by contractor's forces 7.4

Miles cross-sectioned 7.4

Miles cross-sections completed and checked 6.0

Miles to be remeasured —

Number men in Engineering Party .....

Contractor's average force for week 6 *men,*

No *teams,* ..... *steam shovels*

Grading work will be completed about December 31, 1930.

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1204

PR 163a

W. H. RAGSDALE, PRESIDENT
L. BARNUM, VICE PRESIDENT

R. H. COPPOCK, CASHIER
J. L. SEARCY, ASST. CASHIER

MORO STATE BANK

MORO, OREGON

December 12, 1930

Roy A. Klein, State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming my telephone conversation with the chief clerk in your office this A.M. in which I advised him that we would cancel the assignment of Barnett & Mitchell, to the proceeds of their November estimate, received from their Maupin Contract, which is estimate No. 4 Contract 1204, said assignment being to Moro State Bank.

It appears that this estimate has been held up owing to the fact that your office has not received advise from Barnett & Mitchell's surety company agreeing to the assignment.

These people are very much in need of money as they have practically completed their work and discharged their labor, and we feel that the quickest and best way to relieve the situation will be to withdraw our assignment that they might receive their check without delay, which they request be sent to the Moro State Bank.

Assuring you of our appreciation of your cooperation and assistance in this matter I am,

Very truly yours

R.H. Coppock

R.H. Coppock, Cashier

RHC:LR

DEC 13 30

Voucher without assignment
sent to Hall & Hall 12-12-30

FR 163a

PR#

November 24, 1930.

Mr. C. C. Stevens,
Resident Engineer,
Oregon State Highway Dept.,
The Dalles, Oregon.

Dear Sir:

Replying to your letter of November 22nd in regard to final records required on the Wapinitia-Maupin Section.

The stationing shown on the location maps and profiles should be assumed to be,and accepted as being, correct on all future construction work, and small deviations found of a few tenths, should be adjusted in the field and not shown on the future construction maps as new equations. Any changes of probably a foot or more should be noted, and equations made therefor. Your suggestion of not changing the stations of the property lines is very good.

It is permissible to put corrections and changes on the location maps now on record.

We believe it to be a good idea to re-run your levels and show the correct levels without equations on the construction profile. We think it is hardly necessary to correct the cross-section notes to conform to the correct levels as re-run, but it would be necessary to submit the construction levels as used and show ties between the constructed levels and the corrected levels, and notations should be inserted in the notes which make clear exactly what has been done.

The construction profile should be prepared on standard cross-section tracing cloth, and the platted cross-sections should be prepared on detailed cross-section paper cut into sheets 11" x 14" in size.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by J. W. McCallister/ER
cc to C. W. Wanzer

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Oregon,
November 22, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In regard to the final records that will be required on the Wapinitia-Maupin Junction Section of the Wapinitia Highway, which is nearing completion, in re-running the located line prepratory to construction it was necessary to make several equations in addition to the ones shown on the location map and profile. In making these new equations we have arranged them in such a manner as to not change the stations of property lines, and also have used the original equation points as much as possible, that is, changing the value of these equations already in the line.

The above changes are the only ones made in the alignment, and as the equations are small they would not affect the plotting of the map very much. Will it be necessary to make new maps,or could the equations be put on the maps now on record?

Due to not having the time to re-run the levels and line before construction was started, during the cross-sectioning of the project several mistakes were found in the levels. The smaller ones were disregarded, As our cross section notes stand now, we have two equations in levels, one for 0.7 of a foot, and one for 0.4 of a foot.

We have planned on re-running a correct line of levels over the entire project, and correcting the cross section notes to conform by crossing out the ground and grade elevations showing in the notes, and inserting the correct elevations. This method will not cause any confusion in the records, and will not affect the measurement of materials. Any suggestions as to a better way will be appreciated.

Tracing cloth.

What kind of material should the construction profile be prepared on?

Detail x-sec. Paper Units 11" x 14"

How should the plotted cross sections be prepared?

Yours truly,

C. C. Slavens

C. C. Slavens
Resident Engineer.

CCS:kl

PR 163a

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 163-A

Post Office Building
Portland, Oregon.

Nov. 19, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By A. H. Benedict
A. H. Benedict
Asst. Highway Engineer.

P.S. Enclosed also is one copy each of approved estimate and special provisions upon which was based the project agreement.

ahb
A.H.B.

Ton

Form P. R. 2

State Oregon

Project No. 163, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8518

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this ninth day of September, 1930 by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of April, 1930, a project statement, which was approved by the Secretary on the 21st day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 24th day of June 1930, and approved by the Secretary on the 7th day of November, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty-four thousand, two hundred forty-nine and 47/100 dollars ($ 24,249.47) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917 Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....
(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 1390+42.3, at the east end of the Forest Highway project in the N.E.¼ of Sec. 23, T.5 S., R.12 E., W.M., and survey station 1782+25.5 in the N.½ of Sec. 1, T.5 S., R.13 E., W.M., at a junction with The Dalles-California Highway near Maupin, terminal points, a distance of 7.727 miles, known locally as the Wapinitia-Maupin Junction Section of the Wapinitia Highway, between Government Camp and a point on the Federal Aid road near Maupin, Wasco County, being Section A of Oregon Federal Aid Project No. 163.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—5518

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twenty-four thousand, two hundred forty-nine and 47/100 ($24,249.47) dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-eight thousand, nine hundred sixty-seven and 50/100 ($38,967.50) dollars, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to .....

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county) (Name)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927**
(Include reference to statute authorizing

.....
(funds and probable amount annually available)

.....

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6818

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing
_____
funds, probable amount annually available, and how will be placed under direct control of Highway Department)
_____

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing
_____
funds and probable amount annually available)
_____

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
_____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 7th day of November, 1930

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H. B. Bowerman
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By M. Rhynerson
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

[SEAL]

_____
Acting Secretary of Agriculture.

8—5518

STRICKEN OUT

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1390+42.3, at the east end of the Forest Highway project in the N.E.¼ of Sec. 23, T.5 S., R.12 E., W.M., and survey station 1782+25.5 in the N.½ of Sec. 1, T.5 S., R.13 E., W.M., at a junction with The Dalles-California Highway near Maupin, locally known as the Wapinitia-Maupin Junction Section of the Wapinitia Highway, between Government Camp and a point on the Federal Aid road near Maupin, Wasco County, and designated in the records of this Department as Section A of Project No. 163, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $38,967.50 as the total estimated cost of Section A of said project, and the sum of $24,249.47 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7th day of November one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4930

Accs

SPECIAL PROVISIONS

Wapinitia-Maupin Junction, Grading

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A.M. (10:00 A.M.) on the twenty-sixth (26th) day of June, 1930.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 7.4 miles of highway roadbed on the Wapinitia-Maupin Junction Section of the Wapinitia Highway in Wasco County.

The west end of the project is at Station 1390+42.3, which station is about one mile north of Wapinitia. The east end of the project is at Station 1782+25.5, which station is at the junction of the Wapinitia Highway with The Dalles-California Highway, about three miles west of Maupin.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than December 31, 1930.

ALTERNATE BIDS ON CULVERT PIPE

Bidders are requested to submit alternate bids on the concrete and corrugated iron types of culvert pipe and siphon pipe. Which of the two types will be used will be determined by the Highway Commission at the time the contract is awarded.

CLEARING AND GRUBBING

The area within which all required clearing and grubbing work shall be performed for the lump sum price bid for "Clearing and Grubbing" shall include such areas outside of the specified eighty foot strip as are to be occupied by borrow pits and drain ditches, as well as the area within the said eighty foot strip.

R.D. AUG 23

BASIS OF CLASSIFICATION, MEASUREMENT AND PAYMENT FOR EXCAVATION AND EMBANKMENT CONSTRUCTION WORK

Classification:

The basis of classificat ion to apply in connection with this contract shall be the two classification basis described on page 22 of the standard specifications.

Basis of Payment:

All solid rock excavation, whether the same be culvert excavation, ditch excavation or roadbed excavation, shall be paid for at the price bid per cubic yard for "Solid Rock Excavation."

Common excavation, when made for the purpose of providing trenches in which to install culverts or for the purpose of providing outlet or inlet ditches for culverts, shall be paid for at the price bid per cubic yard for "Common Excavation for Culverts."

All common excavation other than that made for the purpose of providing trenches in which to install culverts or for the purpose of providing outlet and inlet ditches for culverts, shall be paid for at the price bid per cubic yard for "Common Embankment."

Basis of Measurement:

The quantities to be paid for at the price bid per cubic yard for "Solid Rock" shall be determined by measurement of the materials "in original position prior to excavation."

The quantities to be paid for at the price bid per cubic yard for "Common Excavation for Culverts" shall be determined by measurement of the materials "in original position prior to excavation."

The quantities to be paid for at the price bid per cubic yard for "Common Embankment " shall be the total number of cubic yards of embankment constructed, less whatever number of cubic yards of solid rock is included in the embankment. In this connection, the total number of cubic yards of embankment constructed shall be understood to be only the number of cubic yards of embankment within the neat lines of the cross-sections staked by the engineer. The quantities of materials placed outside of neat lines of the cross-sections to provide extra width and extra

height for settlement, as called for by the standard specifications will not be included, although the placing of those materials will be required. The number of cubic yards of solid rock included in the embankment shall be assumed to be the same as the number of cubic yards of solid rock for which payment is made at the price bid for "Solid Rock Excavation," no additions or deductions being made for swell or shrinkage.

Payment at the respective bid prices for the quantities of "Solid Rock Excavation," "Common Excavation for Culverts," and "Common Embankment," arrived at by the methods of measurement and computation above described shall be understood to comprise full and complete payment for all excavating work and embankment construction work performed.

No Separate Payment for Hauling:

Payment for the transporting of excavated materials from the places at which they are excavated to the places at which they are deposited, shall be understood to be included in the payments made for the items "solid rock excavation," "Common excavation for culverts," and "common embankment;" and no separate or additional payment of any kind will be made for the same. There are to be no payments for overhaul or truck haul.

Borrow Pits:

All borrow pit excavations shall be taken out to the lines and grades ordered by the engineer, and shall be left neatly trimmed and properly drained. The borrow pits are to be continuous and of uniform cross-section and the borrowed materials are to be end hauled, as required.

FORTY-EIGHT INCH IRON CULVERT PIPE

Forty-eight inch corrugated galvanized iron culvert pipe shall be made of ten (10) gauge metal. In all other respects, it shall conform with the standard specifications given on pages 74 to 76 of the standard specification form.

MISCELLANEOUS PROVISIONS

Protection of Crops:

The contractor shall conduct his operations in such manner that the crop now growing on certain portions of the right of way will not be interfered with until such time as they have ripened and been harvested.

Protection of Adjoining Property:

The attention of the contractor is called to the general provisions of the contract which relate to his liability for damage that may be suffered by adjoining property, including crops, and which relate to the construction of temporary fences where needed. The provisions referred to appear on pages 5 and 14 of the standard specification form.

ADDITIONAL SPECIAL PROVISIONS

Surety is Liable for Claims
Due Industrial Accident Commission:

Section 2991, Oregon Laws, and Section 6718, Oregon Laws as amended by Chapter 24, Laws of 1923, were amended by Chapters 136 and 137, Laws of 1929, by which later amendments claims due the State Industrial Accident Commission are protected by the bond given in connection with a contract for public improvements. Therefore, said Chapters 136 and 137, General Laws of Oregon, 1929, are by this reference thereto made parts of this agreement and of the accompanying bond, to the same extent and for the same purpose as though the conditions and requirements specified in said statutes were written herein, and the conditions and obligations provided for in said statutes shall be deemed to be a part of the conditions and obligations of said bond, and the principal and the surety on said bond hereby agree to promptly pay, as due, the claims of the Industrial Accident Commission as well as claims for material and labor.

ADDITIONAL INSTRUCTIONS TO BIDDERS

Revised Specifications and
Contract Agreement Form:

The work to be done is to be done in accordance with the provisions, terms, specifications and requirements set out in the "Standard Specification and Contract Agreement Form" issued by the State Highway Commission under date of January 1, 1929. The bidder is expected to secure for himself a copy of this form and to familiarize himself fully with all of the provisions thereof.

Revised Proposal Form:

The bidder's attention is called to the fact that the proposal form contains some instructions and provisions that did not appear in the proposal form which was in use during the year 1928. All instructions and provisions contained in the proposal form should, therefore, be read carefully.

Bidder's Bonds:

Attention is called to that clause on page 4 of the proposal form which provides that if bidder's bonds are given as proposal guaranty, the same must be executed on the State Highway Commission's standard proposal bond form. The agent of the surety company furnishing the bond should be advised of the requirements stated in that clause, as failure of compliance therewith will result in the rejection of the bid.

#1204
Wasco Co

PR163a

October 17, 1930

Mr. R. H. Coppock, Cashier
Moro State Bank
Moro, Oregon

Dear Sirs

This will acknowledge receipt of your letter of the 16th instant in which you enclose two assignments from Barnett & Mitchell.

In reply will say that the assignments as given are satisfactory in so far as they pertain to moneys that have already been earned by them and that are now payable. If it is your intention to simply cover the moneys now due for completed work the forms are acceptable. We believe, however, that it was your intention to secure an assignment of all moneys now due or hereafter to become due in connection with the two jobs in question. The assignments as given do not cover moneys that may hereafter become due.

We have prepared assignment forms to cover all moneys due or to become due in connection with the above mentioned work. The same are enclosed herewith, in duplicate. If these assignments as written cover the matter to your satisfaction, please have them signed by Barnett & Mitchell as the previous ones were signed and return them to this office. In the meantime we have asked our auditor to hold up payments to Barnett & Mitchell until the matter of the assignment has been definitely disposed of.

OCT 20

We believe that we informed you in our previous correspondence that we could not honor the assignment unless we were furnished with the written consent of the surety appearing on the bond furnished by the contractor. Will you please see that this consent is mailed to us. Otherwise the assignment can not be honored.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

...N. RAGSDALE, PRESIDENT
L. BARNUM, VICE PRESIDENT

R. H. COPPOCK, CASHIER
J. L. SEARCY, ASST. CASHIER

MORO STATE BANK

MORO, OREGON

RECEIVED
OCT 17 1930
STATE OREGON
HIGHWAY COMMISSION

Oct. 16. 1930.

Mr.Roy A.Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir;

We are enclosing herewith two assignments for $2500.00 each from the contracting firm of Barnett & Mitchell for work dune under their contract on the Wapinitia junction cutoff.

We are advancing them money for their pay-roll and it is our intention to secure money advanced for this purpose only.

Will you kindly advise us if these assignments are accepted so that we may know where we are. To date Barnett and Mitchell have taken care of their borrowings here when their estimates were received and owe us very little at this time but we feel it just as well to play safe.

Very truly yours.

R. H. Coppock.
Cashier.

#1204

ANSWERED
H. B. G.

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

#1204

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

October 22, 1950.

IN REPLY PLEASE
REFER TO FILE NO.

Barnett & Mitchell
Mauping, Oregon.

Gentlemen:

I am herewith forwarding for your signature before a notary public our voucher for $7,771.49, covering Estimate 5, Contract 1204. I understand that you are assigning at least this estimate and we already are in receipt of the consent of the surety to the assignment of the October estimate.

As there was some question as to the exact wording of the original assignment and as I understand blanks were sent to you for execution, we have attached the standard assignment form to this voucher and so far as this particular estimate is concerned, I would suggest that you sign the form attached, showing the name of the bank to which you wish to assign the money and this claim can then be passed without further delay, as we already have the consent of the surety. This will not interfere any way with any negotiations you may be making toward a blanket assignment of the contract, if such is your desire. Upon the return of this voucher, properly executed on the back of the voucher form and with the assignment also signed, payment will be expedited so far as possible.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith

Auditor.

CFS L
cc H. B. Glaisyer, Office.

NOTED
H. B. GLAISYER

#1204

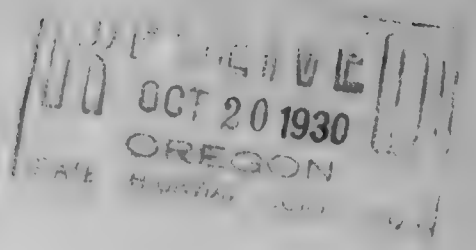
R. H. COPPOCK, CASHIER
J. L. SEARCY, ASST. CASHIER

MORO STATE BANK

MORO, OREGON

Oct. 17th, 1930

Mr. Roy A.Klein,
State Highway Engineer
Salem, Oregon.



Dear Sir;

I enclose herewith a letter from the Commercial Casualty Company, consenting to the assignment the Barnett & Mitchell Contracting Co. gave the Moro State Bank. I sent this assignment to your office yesterday, but neglected to attach this letter.

Very truly yours

R.H.Coppock, Cashier.

OCT 20

#1204
Wasco Co
PR1636

Commercial Casualty Insurance Company

PACIFIC DEPARTMENT, 60 SANSOME STREET, SAN FRANCISCO, CALIF.

C. A. MANSFIELD, MANAGER
BONDING DEPARTMENT

Oregon Branch Office

1017 BOARD OF TRADE BUILDING
ATWATER 9517

PORTLAND, OREGON

October 16, 1930.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In Re: Bond 81582 - Barnet & Mitchell - Contract #1204 for construction of 7.4 miles of highway roadbed on the Wapinitia-Maupin Junction Section of the Wapinitia Highway in Wasco County, Oregon

We, as surety, hereby consent to the assignment to the Moro State Bank by Barnet & Mitchell of the October estimate due Barnet & Mitchell for their work in connection with the above captioned contract.

Yours very truly,

COMMERCIAL CASUALTY INSURANCE COMPANY

By [signature]
Attorney-in-fact

CAM
N

OCT 20 [illegible]

5-500-12191—1M—4-29.

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Twenty Five Hundred and no/100---------- ($2500.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all moneys due us for work under our contract 1204 with the State of Oregon, on the Lava Butte junction east of

to the Lora State Bank of Bend, Oregon and authorize and empower said Lora State Bank to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 15th day of October, 1930

Executed in the presence of us as witnesses:

J. B. Leavy
I. H. D. Officer

Barnett & Mitchell
by Wm Mitchell

This assignment should be signed by the contractor and when submitted to this office should be accompanied by the written consent of the surety on the bond furnished by the contractor in connection with the particular contract. Unless this consent is given we can not honor the assignment.

Another thing that should be considered is that the amount of the assignment should be either for all moneys due or to become due the contractor in connection with his project, or it should be for the exact amount of any one particular estimate. We can not split the amount of any particular estimate so if the assignment is given for any sum other than the amount of the estimate it will be irregular, unless as stated above it is given for all moneys due or to become due.

Sometimes surety companies hesitate to consent to the assignment of moneys due contractors, in which case warrants will be sent to the assignee direct upon written request from the contractor so to do. It isthen up to the assignee to secure the endorsement by the contractor. Distribution of the amount of the warrant can be made in accordance with the previous understanding between the contractor and the assignee. If this method is followed of course there is nothing to hinder the contractor from giving different instructions later on, notwithstanding the fact that the obligation to the assignee has not been fulfilled, whereas, on the other hand if an assignment is given it can not be set aside by the contractor himself, but must be released by the assignee as well. We trust that the above information is what you desire.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

D-12191—1M—4-29.

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Twenty Five Hundred and no/100---------- ($ 2500.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all money due us for fencing on the Maupintia Junction cut-off, which work is done under force account and not on contract. to Oro State Bank of Oro, Oregon and authorize and empower said Oro State Bank to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 15 day of October, 1930.

Executed in the presence of us as witnesses:

J. F. Searcy
H. O. Coffroth

Barnett & Mitchell
by Wm. Mitchell

we have a standard form of assignment, several copies of which we inclose. This assignment should be signed by the contractor and when submitted to this office should be accompanied by the written consent of the surety on the bond furnished by the contractor in connection with the particular contract. Unless this consent is given we can not honor the assignment.

Another thing that should be considered is that the amount of the assignment should be either for all moneys due or to become due the contractor in connection with his project, or it should be for the exact amount of any one particular estimate. We can not split the amount of any particular estimate so if the assignment is given for any sum other than the amount of the estimate it will be irregular, unless as stated above it is given for all moneys due or to become due.

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Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

September 30, 1930

Mr. R. H. Coppock, Cashier
Moro State Bank
Moro, Oregon

Dear Sir:

This will acknowledge receipt of your letter of the 26th instant concerning the assignment of moneys due contractors on State Highway construction work.

Replying thereto will say that this department does recognize assignments if they are prepared and submitted in conformance with our regulations. We have a standard form of assignment, several copies of which we inclose. This assignment should be signed by the contractor and when submitted to this office should be accompanied by the written consent of the surety on the bond furnished by the contractor in connection with the particular contract. Unless this consent is given we can not honor the assignment.

Another thing that should be considered is that the amount of the assignment should be either for all moneys due or to become due the contractor in connection with his project, or it should be for the exact amount of any one particular estimate. We can not split the amount of any particular estimate so if the assignment is given for any sum other than the amount of the estimate it will be irregular, unless as stated above it is given for all moneys due or to become due.

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Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

R. H. COPPOCK, CASHIER
J. L. BEARCY, ASST. CASHIER

MORO STATE BANK

MORO, OREGON

September 26, 1930

RECEIVED
SEP 2[illegible]
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy Klien
State Highway Department
Salem, Oregon

Dear Mr. Klien:

I. suppose you will be very much surprised to see that I am still intrested in road contractors, however, I find myself in that unfortunate situation. I am taking care of the payroll of Barnett and Mitchell, who have contracts near Maupin and I have had a feeling that it would be well for me to get an assignment of their estimate. I fell that so long as I am furnishing the money I should be protected.

Will your department recognize an assignment of this nature, and if so will you be kind enough to send me an assignment form which will be regular and meet with your approval?

When last I talked with you I was with the State Banking Department. I left them just a year ago next month and took charge of this bank. With our bad crops and poor prices it seems I got in at the most inopportuned time.

With kindest personal regards, I am,

Very truly yours,

R. H. Coppock

R. H. Coppock, Cashier.

R HC:AP

ANSWERED
H. B. G.

#1204

September 8, 1930

Shell Oil Company,
Portland, Oregon.

Attention D. E. Burroughs.

Gentlemen:

Receipt is acknowledged of your letter of yesterday concerning the Barnet & Mitchell contract in Wasco County.

Please be advised that the above contractors were awarded contract No. 1204 which is known as the Napinitia-Maupin Junction Section of the Napinitia Highway in Wasco County. This contract consists of 7.4 miles of grading. The bond was furnished by the Commercial Casualty Insurance Company for whom C. A. Mansfield, Board of Trade Bldg., Portland, Oregon, is resident agent. The amount of the bond is $35,905.00 and the amount of the contract is $35,905.00. The completion date is December 31st, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. E. Gladsyer,
Chief Clerk.

Dict. by J. McFarland.

SHELL OIL COMPANY

1020 CHAMBER OF COMMERCE BUILDING

PORTLAND

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

September 8,1930

ROY A. KLEIN, STATE HIGHWAY ENGINEER,
Attention - H.B.Glaisyer, Chief Clerk,
OREGON STATE HIGHWAY COMMISSION,
Salem, Oregon.

Dear Sir:-

BARNETT & MITCHELL

These people have informed us that they were awarded a contract for grading and putting in 7.4 miles of road about 2½ miles west of Maupin, known as the Wapinitia Junction Cut-off. This is supposed to be a Federal Aid Job for the State of Oregon. Inasmuch as we are selling these people gasoline and oils to be used in connection with this contract, we shall appreciate receiving the following information concerning the contract.

1. Principal contractor or sub-contractor?
2. Description of work
3. Name of Bonding Company furnishing surety and name of agent.
4. Amount of job in dollars and amount of bond in dollars.
5. Length of contract and approximate time required to complete, and also date set for completion.

Your usual cooperation will be appreciated.

Yours very truly,

SHELL OIL COMPANY.

A. E. Burroughs.

DEB:N District Credit Office.

PR 1030

September 9, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2660,
Portland, Oregon.

Dear Sir:

Herewith are enclosed three copies of project agreement for the Wapinitia-Maupin Junction Section, Oregon Project No. 183-A. These copies have been signed by the State Highway Commission.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/or.
encl.

September 4, 1930.

File 165-A
Not Federal
Aid Number
on Contract
1204.

Mr. C. G. Stevens,
Resident Engineer,
Oregon State Highway Dept.,
The Dalles, Oregon.

Dear Sir:

Your August estimate carried the Federal Aid Number 73 Reopened. If you have been given this number, please change it to 165-A, the correct federal aid number for this job.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By
S. M. Probert,
Office Engineer.

Dict. by D. G. DeCart/cr.

cc to C. E. Wanner

FORM 2-C-1 S-17416 5000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

August 26, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert.

Dear Sir:

Referring to your letter of August 25th., in regard to extra work Order applying to the construction of right of way fence on the Wapinitia-Maupin section, received today, enclosing the orders for my approval. The same have been approved and are herewith returned to you for Mr. Klein to sign.

These orders, having been prepared in Salem and sent direct to Mr. Slavens to save time, he probably thought they should be returned to you instead of through me as he should have done for my signature.

Yours very truly
C. W. Wanzer
C. W. Wanzer
Division Engineer

cww/c
enc.
cc. Mr. C. C. Slavens.

Staf

PR 163-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 30, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith three copies of proposed project agreement for Oregon F.A.P. 163-A, for signature and return to this office.

The item of "60 lin. ft. 48-inch corrugated metal pipe at $8.00 per foot" has been added at the bottom of the estimate, as a non-participating item, for this project.

Very truly yours,

W. H. LYNCH
District Engineer.

Encls.

RECEIVED
SEP 2
OREGON
STATE HIGHWAY COMMISSION

PR 1632

PRK

August 28, 1930.

Mr. C. H. Wanger,
Division Engineer,
State Highway Department,
Bend, Oregon.

Dear Sir:

The enclosed extra work order applying to the construction of right-of-way fence on the Redmond-Madras Junction Section, seems to have been sent direct to us by Resident Engineer Stevens, and it, therefore, does not bear your approval.

After signing the order, please return it to us for signature by Mr. Klein.

You will recall that this order was prepared here in Salem and forwarded to Mr. Stevens to replace the price agreement which was originally written up to cover the same work. You will find in your files a copy of our letter to Mr. Stevens in regard to the same.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:KR

encl.

PR163a

PR*

August 19, 1930.

Mr. C. C. Stevens,
Resident Engineer,
Oregon State Highway Dept.,
The Dalles, Oregon.

Dear Sir:

We are sending to you herewith an order for extra work prepared to cover the construction of right of way fences on the Wapinitia-Maupin Junction Section of the Wapinitia Highway.

This extra work order is substituted for the price agreement which was submitted through the division office under date of August 6th. The price agreement is not applicable for the reason that the work is to be performed on a force account basis and no unit prices are involved.

If the force account order is in accord with your arrangements with the contractor for the performance of the work, please sign the same and forward it to the division office in accordance with the instructions which appear in the extra work order form.

Requisitions for the materials required in the fence construction should be submitted to the Equipment Department in the usual manner, and, if this has not already been done, we suggest that it be attended to at once.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

cc to C. W. Wenzer
encl.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

August 8, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 11 1930
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Enclosed please find a draft of a price agreement covering the construction of the Wapinitia Highway right of way fence. I am submitting this to you for your consideration and if you find it satisfactory, will you please have the usual number of copies prepared and send the same to me so that I may secure the signature of the contractor.

Yours very truly

C. W. Wanzer
Division Engineer

By H. N. Hackett
H. N. Hackett
Div. Office Engineer

hnh/e
enc.

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

Applying to Extra Work and Extra Material

Job Wapinitia - Maupin Junction

Highway Wapinitia Date August 6, 1930, 192

County Wasco Contract No. 1204

Contractor Barnet and Mitchell Price Agreement No. 1

Address Kent, Oregon.

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Construct 6.9 miles of right of way fence on the Wapinitia - Maupin Section of the Wapinitia Highway, now under construction.

Location by station numbers: From Station 1390+42.3, the west end of the project, to Sta. 1579+99, the west property line of the Floyd L. Kelly property, and from Sta. 1608+42.5, the east property line of the Floyd L. Kelly property, to Sta. 1782+25.5, the east end of the project.

Names of pay items, estimated quantities and agreed prices: All material to be used in the construction of the fence to be furnished by the Oregon State Highway Commission. All labor, tools, equipment and supervision to be furnished by the contractor on a force account basis, as provided for in the contract.

Estimated cost of material-	$6,000.00
Estimated cost of labor -	3,000.00
Total	9,000.00

Specifications, basis of measurement and other provisions: The fence is to be built as the engineer directs. All material furnished and shipped by rail will be delivered f o b cars at Maupin. All material furnished for delivery by truck will be delivered at the nearest available road to the point of usage for the material. The distribution of the material over the project to be done by the contractor.

(Use back of sheet if more space is required)

Recommended for approval:

C. C. Stevens
Resident Engineer.

Signed:

Contractor.

Recommended for approval:

Division Engineer.

Approved:

State Highway Engineer.

INSTRUCTIONS: After the signature of the contractor has been obtained, submit five copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

PR1630

August 7, 1930.

Mr. C. C. Stevens,
Resident Engineer,
The Dalles, Oregon.

Dear Sir:

References is made to your letter of July 31st in regard to the 48-inch corrugated iron pipe installed on the Wapinitia-Maupin Junction Section.

The fact that we will not be able to obtain federal aid in connection with this pipe installation does not make it necessary to handle payment for the same on any different basis than payments for others of the contract items. The pipe should, therefore, be listed on your monthly and final estimates in the same manner as other items.

The matter of installing this pipe was taken up with the Bureau of Public Roads on July 24th, and in view of the fact that the pipe had been delivered on the job before we were advised by the Bureau that it could not approve the use of corrugated pipe of that size, the Bureau consented to the installation of the pipe with the understanding that no federal aid would be allowed on the same. We phoned to the Division Office at Bend as soon as we received this information, and we had assumed that the Division Office had relayed the information to you.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc to C. N. Wanzer

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Oregon,
July 31, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert,
Office Engineer,
Salem, Oregon.

Dear Sir:

In the contract for the construction of the Wapinitia-Maupin Section of the Wapinitia Highway, a 48" corrugated iron pipe was specified at one point. This pipe has been installed by the contractor.

Installation of iron culverts of this size seems to be contrdy to the policy of the Bureau of Public Roads and, therefore, federal aid funds are not available for payment of this item of the contract.

This was discussed yesterday with Mr. Klein and Mr Wanzer who suggested that inquiry be made of you as to the proper manner of handling the payment for this culvert and its installation out of State funds and thus avoid probable controversy over using Federal Aid funds for this purpose.

At your early convenience will you please suggest the proper procedure to follow in making payment for this item.

Very truly yours,

C. C. Slavens

C. C. Slavens,
Resident Engineer.

cc-CWWanzer

163-A

July 28, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2900,
Portland, Oregon.

Dear Sir:

Since writing to you on July 18th to the effect that concrete pipe would be used in the 48-inch culvert pipe installation to be made at Station 1758 of the Wapinitia-Maupin Junction Project (F. A. Project No. 163-A), we have been advised that the contractor had already delivered 48-inch corrugated iron pipe on the job for that installation.

In view of this circumstance, and to avoid our having to bear the extra expense of getting this corrugated iron pipe to and from the job, we desire your permission to install the corrugated iron pipe, it being understood, if you wish, that no federal aid will be expected in connection with the furnishing and placing of that particular culvert.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

PR #163-A

July 18, 1930.

Mr. C. W. Wanner,
Division Engineer,
State Highway Department,
Bend, Oregon.

Dear Sir:

The plans for the Wapinitia-Maupin Junction Section of the Wapinitia Highway call for the installation of a 48-inch corrugated iron culvert at Station 1759.

We are advised by the Bureau of Public Roads that the Bureau does not approve the use of corrugated iron pipe in sizes larger than 36 inches. It will, therefore, either be necessary to cut the size of this pipe to 36 inches, or to install concrete pipe of the 48-inch size. Please see that this change is made, as the installation of 48-inch corrugated iron under the conditions mentioned might result in the loss of federal aid on the entire project.

In the contractor's alternate bid for concrete pipe, he bid a price of $7.50 for 48-inch concrete pipe. It is quite possible that he will be willing to make this one installation of concrete pipe at the $7.50 price, although it is usually understood that all pipe culverts on a project are to be of the same type, and it might not be fair in all cases to expect the contractor to make installations of the alternate type at the alternate prices bid.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc C. C. Stevens

July 18, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of July 15th relative to the Wapinitia-Simupin Junction Section of the Wapinitia Highway, Federal Aid Project No. 163-A.

In view of the fact that your Bureau does not approve of the use of corrugated metal culvert pipe in any size greater than 36 inches, we are instructing our field engineer to use concrete pipe in the 48-inch culvert to be installed at Station 1759. In the contractor's alternate bid for concrete pipe, he quoted a price of $7.50 per lineal foot for 48-inch concrete pipe. This price was, of course, intended to apply only in case concrete pipe was to be used in all of the pipe culvert construction work on the project, but it is quite possible that we can arrange with the contractor to make the installation of this one culvert at the $7.50 price.

It is the intention of the State Highway Commission to acquire title to the triangular area between the two legs of the wye at the east end of the project, and negotiations for this piece of property are already underway. You have assurance that this property will be acquired.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

Post Office Building
Portland, Oreg.

July 12, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to Oregon Federal Aid Project No. 163-A, Wapinitia-Dalles-California Highway Junction Section of the Wapinitia Highway.

At Station 1759 a 48-inch corrugated metal pipe is proposed, and we are in receipt of advice that the use of corrugated metal pipe in excess of 36-inches is not approved.

In this case is it not possible to specify either a concrete pipe or box culvert? While we have not investigated conditions in the field at this point, it may be that a 36-inch corrugated metal pipe would be adequate, as proposed for station 1591.

The Chief of Bureau has advised that the area included in road intersections is an essential part of the right of way, and title should be acquired by the State as for regular road right of way. In view of this policy, the right of way shown at the intersection of this road with The Dalles-California Highway is not considered satisfactory, inasmuch as there is a triangular area between the two legs of the wye which if privately-owned might be built up to interfere with the sight distances. It is our thought that possibly this triangular area has been obtained by you, but if not would suggest that it be acquired. The action toward approving the P.S. and E. is being held up -- pending advice on these questions.

Very truly yours,

W. H. LYNCH
District Engineer
By T. M. Davis
T. M. Davis
Highway Engineer.

PR 163-A

July 28, 1950.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement for the Wapinitia-Maupin Junction Section, Project No. 163-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/er.

encl.

Draft

Oregon State Highway Department — Project No. 183-A

[illegible] JUNCTION SECTION

OF THE [illegible] HIGHWAY IN [illegible] COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, July 26, 1930.

All Required	Clearing and Grubbing			$ 100.00
100,000 cu. yds.	Common Excavation		$0.19	19,000.00
1,700 cu. yds.	Common Excavation for culverts		0.80	1,360.00
4,000 cu. yds.	Solid Rock Excavation		1.25	5,000.00
5 cu. yds.	Class "A" Concrete		24.00	120.00
100 cu. yds.	Rip Rap		1.00	100.00
250 lin. ft.	24" Corr. Galv. Iron Siphon Pipe		3.40	850.00
4,500 lin. ft.	18" " " " Pipe		1.75	7,875.00
400 lin. ft.	24" " " " "		2.20	880.00
60 lin. ft.	36" " " " "		4.50	270.00
		Sub-total		$ 35,455.00
		10% Engr. & Cont.		3,542.50
		Total		$ 38,997.50

Length of Project 7.727 Miles

Cost per mile $5,045.00

State Funds Available $14,718.02

Federal Aid Requested 24,249.47 (62.2%)

$38,967.49

State funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1930.
State funds for Maintenance: Chapter 41, Laws 1927.

FR 1:30

July 21, 1930

Barnet & Mitchell
Kent, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Wapinitia-Maupin Junction Section of the Wapinitia Highway in Wasco, County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H.B. Glaisyer
Chief Clerk

HBG:W
Inc.

Ans'd

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 16, 1930

Job name Wapinitia – Maupin Junction

Week from July 6 to July 12

Mail address The Dalles

Highway Wapinitia

Telegraph or telephone address " "

County Wasco Job prefix 33PY

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

"Grading"

Contractor started to work Wednesday, July 9th. He is working 20 head of Horses and 6 men, until such time as ~~with pe~~ conditions will permit a biger Crew, operations were started at Sta 1739 near The East End of The Project, contractor plans on working and Finishing This End of The Project pending Harrest, and Building of R.O.W. fence on other portions of The project.

Contractor has been Instructed To clean up Loose Rock in dry Washes as well as in Borow pits, and place in Fills at such places where They will be Burried at Least one FT below grade

We have Re Run The Center Line from Sta 1739 To The Dalles California Highway, The points have been Referenced out, Cross Section stakes have been set from Sta 1739 To Sta 1770, also R.O.W. stakes have been set over This Section.

Contractor has been instructed To order 50' of 48" pipe, and also The approach pipe on This portion of The Project, also instructed him To Notify Salem, To This affect in view of having Pipe Inspected before Shiping

RECEIVED
JUL 18 1930
OREGON
STATE HIGHWAY COMM.

(See back of this sheet for instructions and detailed information.)

Signed C. C. Mavens

Title Res. Engr.

My mail to Wamgo.

GRADING CONSTRUCTION

Total miles of grading in project 7.4

Miles completed None

Miles completed except finishing None

Total cubic yards in project 105,700

Cubic yards moved to date 2,000

Miles covered by contractor's forces 0.1

Miles cross-sectioned 0.7

Miles cross-sections completed and checked 2.5

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

20 head teams, ... steam shovels

Grading work will be completed about Dec 31 - 1920

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

FORM S-A-1 S-10333 5000 4-30

COMMISSIONERS
[redacted] DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR #163-A

OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Oregon,

July 11, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Herewith please find specifications for the fence on the Wapinitia Highway, with estimate of costs.

Under separate cover please find a sketch showing a typical section of rock breaker posts and rock cribs with sections of fence in detail.

Should any difficulties arise in interpreting the details as written I shall be glad to go to Salem and explain any of the unintelligible features of the proposal. This with the idea of hastening the preparation of the proposal for the next Commission meeting.

Very truly yours,

C. C. Slavens

C. C. Slavens,
Resident Engineer.

cc-CWWAnzer

Decided to do this fence construction work with state forces.

Plans were given to K. D. Lytle, to be returned by him to Wanzer.

SWB

Fence Proposal
.nitia Highway.

The work for which bids are to be received, and the work to be done under this contract, if awarded, consists of the construction of 13.3 miles of right of way fence on the Wapinitia-Maupin Section of the Wapinitia Highway in Wasco County, Oregon.

The west end of the project is at engineer's station 1390+42.3, which stattion is about one (1) mile north of Wapinitia. The east end is at engineer's station 1782+25.5, which stattion is at the junction of the Wapinitia Highway with The Dalles-California Highway about three (3) miles north of Maupin.

The work to be done under this contract is to be started immediately and shall be completed not later than December 31, 1930. Because of harvesting activities on parts of this section, the contractor will be required to fence such portions of the right of way as the engineer in charge may designate, pending removal of crops.

Basis of Payment

The contractor shall furnish all material and labor, and bear any and all expense in connection with the construction of the aforesaid right of way fence. No payment shall be made other than the unit price bid on the items shown under this contract.

Loction of Different Types of Fence.

The fence between engineer's station 1390+42.3 and station 1420+76 shall be constructed as follows: Fence posts to be eight (8) feet apart, center to center, and placed in the ground not less than two (2) feet or to solid rock. Should solid rock be encountered at a depth of one (1) foot or less, rock breaker posts shall be used. Rock cribs shall be used at all points designated by the engineer in charge. This section of the fence shall be of a board and barb wire type. The lower part of the fence shall be three (3) 1"X6" fir fence boards to grade No 1 common. These boards shall be spaced six (6) inches apart, joints shall be broken and boards well nailed to posts. The top part of the fence shall be three (3) strands of #12, 4 point galvanized [redacted] barb wire, fastened to posts with not less than one ½ (1) inch galvanized staples. All posts shall be eight (8) feet apart. The barb wire shall be stretched and all other work done to the satisfaction of the engineer in charge.

The fence between between engineer stations 1506+04 and 1579+99 and between stations 1608+42.5 and 1782+25.5,at the east end of the project, shall be constructed with fence posts, rock breaker posts and rock cribs as described above,except that lower part of fence shall be 32" hog wire with #9 top and bottom wires and 12" stays, wire to be fastened to posts with 1½" staples. Top of fence to be three (3) strands of #12, 4 point galvanized cattle wire and shall be [redacted] fastened to posts with 1½" staples. All of the fence to be well built and wire stretched thoroly, all work to be done to the satisfaction of the engineer in charge.

The fence between engineer's stations 1420+76 and 1506+04,over and across the property of Floyd L. Kelly,is not to be built under this contract.

Posts.

Posts.

All ground set fence posts shall be of split cedar, sound and straight, sefen (7) feet long, with three six (6) inch faces having a total perimeter of ~~18~~ eighteen(18) inches. The State Highway Commission reserves the right to reject any and/or all posts that, in the opinion of the engineer in charge, are undersized, unsound or in any way of inferior quality.

Gate Posts.

All gate posts to be of round cedar, sound and straight, not less than eight (8) feet long and eight (8) inches in diameter at the top or small end. These posts to be placed in the ground to a depth of three (3) feet and shall be well braced and wired.

Rock Breaker Posts.

All rock breaker posts shall be of sawed fir timber, four (4) inches square, five (5) feet four (4) inches long, footings to be two (2) pieces of 1"X 4" X 4 ' with one (1) brace 2" X4" X 4'. All lumber in posts, footings and braces to grade No 1 common. Footings and braces may be of fir or pine. All rock breaker posts to be made as designed, footings at right angles to posts, braces beveled to fit posts, to be well nailed and when in place to have sufficient rock of suitable size on footings to insure stability of posts. All rock breaker posts shall be made and placed to the satisfaction of the engineer in charge.

Rock Cribs.

All rock cribs to be constructed with two (2) posts four (4) inches square and five (5) feet four (4) inches long and two (2) posts four (4) inches square and two (2) feet eight (8) inches long, all to be of fir timber, with three (3) pieces of 1" X 6"X 4' on each of the four (4) sides, well nailed on the inside of the four posts, with three (3) 2" X 6" X 4' floor boards, all to be well nailed. All lumber to grade No 1 common and construction to be as designed. All rock cribs to be made, placed and filled with rock to the satisfaction of the engineer in charge.

Hog Wire.

All hog wire to be galvanized, thirty two (32") inches high w[illegible] #9 top and bottom wires and stay wires ~~XX~~ twelve (12") inches ap[art] to be fastened to posts and rock cribs with 1½" galvanized staple[s].

Barb Wire.

All barb wire to be #12, 4 point, galvanized cattle wire, of standard quality and to be fastened to posts and rock cribs with 1½" galvanized staples.

Gates.

All gates to be forty two (42") inches high, ten (10') feet long, with three (3) uprights between ends, of galvanized metal and standard quality, and to be hung on suitable hinges.

Center Posts fo Gates.

All center posts for gates are to be made removable, of round cedar not less than ~~six~~ seven and one half (7½") inches in diameter and sized to fit snugly into a two (2') foot section of corrugated iron ~~pipe~~ culvert pipe, sunk two (2') feet into the ground as designed.

Gates to be Placed.

All gates to be placed at such places as may be designated by the engineer in charge, except over and across the property of Floyd L. Kelly, which is excluded from this contract.

Braces for Posts
wire

For strengthening the fence 168/braces are to be put at such intervals and in such manner as may be designated by the engineer in charge and to be paid for at the unit pric bid for barb wire in place.

Fence Proposal
Wapinitia Highway.

The work for which bids are to be received, and the work to be done under this contract, if awarded, consists of the construction of 13.3 miles of right of way fence on the Wapinitia-Maupin Section of the Wapinitia Highway in Wasco County, Oregon.

The west end of the project is at engineer's station 1390+42.3, which stattion is about one (1) mile north of Wapinitia. The east end is at engineer's station 1782+25.5, which stattion is at the junction of the Wapinitia Highway with The Dalles-California Highway about three (3) miles north of Maupin.

The work to be done under this contract is to be started immediately and shall be completed not later than December 31, 1930. Because of harvesting activities on parts of this section, the contractor will be required to fence such portions of the right of way as the engineer in charge may designate, pending removal of crops.

Basis of Payment

The contractor shall furnish all material and labor, and bear any and all expense in connection with the construction of the aforesaid right of way fence. No payment shall be made other than the unit price bid on the items shown under this contract.

Loction of Different Types of Fence.

The fence between engineer's station 1390+42.3 and station 1420+76 shall be constructed as follows: Fence posts to be eight (8) feet apart, center to center, and placed in the ground not less than two (2) feet or to solid rock. Should solid rock be encountered at a depth of one (1) foot or less, rock breaker posts shall be used. Rock cribs shall be used at all points designated by the engineer in charge. This section of the fence shall be of a board and barb wire type. The lower part of the fence shall be three (3) 1"X6" fir fence boards to grade No 1 common. These boards shall be spaced six (6) inches apart, joints shall be broken and boards well nailed to posts. The top part of the fence shall be three (3) strands of #12, 4 point galvanized ~~WIRE~~ barb wire, fastened to posts with not less than one (1) inch galvanized staples. All posts shall be eight (8) feet apart. The barb wire shall be stretched and all other work done to the satisfaction of the engineer in charge.

The fence between between engineer stations 1506+04 and 1579+99 and between stations 1608+42.5 and 1782+25.5,at the east end of the project, shall be constructed with fence posts, rock breaker posts and rock cribs as described above,except that lower part of fence shall be 32" hog wire with #9 top and bottom wires and 12" stays, wire to be fastened to posts with 1½" staples. Top of fence to be three (3) strands of #12, 4 point galvanized cattle wire and shall be ~~WIRE~~ fastened to posts with 1½" staples. All of the fence to be well built and wire stretched thoroly, all work to be done to the satisfaction of the engineer in charge.

The fence between engineer's stations 1420+76 and 1506+04,over and across the property of Floyd L. Kelly,is not to be built under this contract.

Posts.

Posts.

All ground set fence posts shall be of split cedar, sound and straight, seven (7) feet long, with three six (6) inch faces having a total perimeter of eighteen(18) inches. The State Highway Commission reserves the right to reject any and/or all posts that, in the opinion of the engineer in charge, are undersized, unsound or in any way of inferior quality.

Gate Posts.

All gate posts to be of round cedar, sound and straight, not less than eight (8) feet long and eight (8) inches in diameter at the top or small end. These posts to be placed in the ground to a depth of three (3) feet and shall be well braced and wired.

Rock Breaker Posts.

All rock breaker posts shall be of sawed fir timber, four (4) inches square, five (5) feet four (4) inches long, footings to be two (2) pieces of 1"X 4" X 4 ' with one (1) brace 2" X4" X 4'. All lumber in posts, footings and braces to grade No 1 common. Footings and braces may be of fir or pine. All rock breaker posts to be made as designed, footings at right angles to posts, braces beveled to fit posts, to be well nailed and when in place to have sufficient rock of suitable size on footings to insure stability of posts. All rock breaker posts shall be made and placed to the satisfaction of the engineer in charge.

Rock Cribs.

All rock cribs to be constructed with two (2) posts four (4) inches square and five (5) feet four (4) inches long and two (2) posts four (4) inches square and two (2) feet eight (8) inches long, all to be of fir timber, with three (3) pieces of 1" X 6"X 4' on each of the four (4) sides, well nailed on the inside of the four posts, with three (3) 2" X 6" X 4' floor boards, all to be well nailed. All lumber to grade No 1 common and construction to be as designed. All rock cribs to be made, placed and filled with rock to the satisfaction of the engineer in charge.

Hog Wire.

All hog wire to be galvanized, thirty two (32") inches high with #9 top and bottom wires and stay wires XX twelve (12") inches apart, to be fastened to posts and rock cribs with 1½" galvanized staples.

Barb Wire.

All barb wire to be #12, 4 point, galvanized cattle wire, of standard quality and to be fastened to posts and rock cribs with 1½" galvanized staples.

Gates.

All gates to be forty two (42") inches high, ten (10') feet long, with three (3) uprights between ends, of galvanized metal and standard quality, and to be hung on suitable hinges.

Center posts fo Gates.

All center posts for gates are to be made removable, of round cedar not less than ~~X~~ seven and one half ($7\frac{1}{2}$") inches in diameter and sized to fit snugly into a two (2') foot section of corrugated iron ~~pipe~~ culvert pipe, sunk two (2') feet into the ground as designed.

Gates to be Placed.

All gates to be placed at such places as may be designated by the engineer in charge, except over and across the property of Floyd L. Kelly, which is excluded from this contract.

Braces for Posts

wire

For strengthening the fence 168/braces are to be put at such intervals and in such manner as may be designated by the engineer in charge and to be paid for at the unit pric bid for barb wire in place.

Item	Number	Unit Price	Amount
Cedar posts in place 7' long ,3 6" faces each	7000	0.45	3,150.00
Round cedar posts in p place 8' long,8" diam. at small end- each	112	0.50	56.00
Rock Breaker posts in place and rocked - each	1600	0.55	880.00
Rock cribs in place and filled with rock	400	2.00	800.00
32" Hog wire, #9 top and bottom wires, stays 12" apart- in place-rods	4000	0.44	1,760.00
#12, 4point barb cattle wire- in place- rods	13050	0.043	561.15
1" X 6" fence lumber in place - feet BM	L 7650	20.00 per M	153.00
Metal Gates-42" high, galvanized with 3 uprights between ends- each	112	12.05	1,238.00
Center posts for gates 7' long 8" diam.-each	56	0.50	28.00
8" corrugated iron culvert pipe in 2 ft lengths	108	1.00	108.00
			8,734.15

Item	Number	Unit Price	Amount
Cedar posts in place 7' long ,3 6" faces each	7000	0.45	3,150.00
Round cedar posts in p place 8' long,8" diam. at small end- each	112	0.50	56.00
Rock Breaker posts in place and rocked - each	1600	0.55	880.00
Rock cribs in place and filled with rock	400	2.00	800.00
32" Hog wire, #9 top and bottom wires, stays 12" apart- in place-rods	4000	0.44	1,760.00
#12, 4point barb cattle wire- in place- rods	13050	0.043	561.15
1" X 6" fence lumber in place - feet BM	L 7650	20.00 per M	153.00
Metal Gates-42" high, galvanized with 3 uprights between ends- each	112	12.05	1,238.00
Center posts for gates 7' long 8" diam.-each	56	0.50	28.00
8" corrugated iron culvert pipe in 2 ft lengths	108	1.00	108.00
			8,734.15

FORM B-C-1 E-16848 1M 8-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 1630

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

June 24, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert.

Dear Sir:

Enclosed herewith please find Division Engineer's Estimate of Cost for Grading Wapinitia-Maupin Junction section of the Wapinitia Highway.

Yours very truly

C. W. Wanzer
Division Engineer

By H N Hackett.
H. N. Hackett
Div. Office Engineer.

hnh /c

June 24, 1930.

Division Engineer's

Estimate of Cost for Grading

Wapinitia-Maupin Junction Section

Wapinitia Highway.

Based on quantities as called for in Proposal.

1.	Clearing & Grubbing	all			200.00
2.	Common Embankment	100,000	cu. yds. @	23 1/2	23,500.00
3.	Common Exc. for culverts	1,700	" " "	55	935.00
4.	Solid Rock Excavation	4,000	" " "	1.80	7,200.00
5.	Class A. Cement	5	" " "	30.00	150.00
6.	Rip Rap	100	" " "	2.00	200.00
7.	24" Conc. siphon pipe	250	ft. "	4.50	1,125.00
8.	18" conc. culvert pipe	4500	" "	2.70	12, 150.00
9.	24" " " "	450	" "	3.80	1,710.00
10.	36" " " "	60	" "	6.50	390.00
11.	48" " " "	48	" "	9.00	432.00
12.	24" Galv. Iron siphon pipe	250	" "	4.00	1,000.00
13.	18" " " culvert "	4500	" "	2.50	11,250.00
14.	24" " " " "	450	" "	3.50	1,575.00
15.	36" " " " "	60	" "	5.50	330.00
16.	48" " " " "	48	" "	8.50	408.00

Estimated Total Cost 46,748.00

PR1630

June 16, 1930.

Mr. W. H. Lynch,
District Engineer,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate, and five sets of special provisions, covering the Wapinitia-Maupin Junction Section, Project 163-A. Under separate cover, we are sending five sets of blue print plans, and one set of original cross sections for this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER
encl.

Oregon State Highway Department — Project No. [illegible]

[illegible] JUNCTION SECTION

OF THE [illegible] HIGHWAY IN WASCO COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, June 19, 1930.

All Required	Clearing & Grubbing		$500.00
100,000 cu. yds.	Common Embankment	$0.30	30,000.00
1,700 cu. yds.	Common Excavation for culverts	0.25	425.00
4,000 cu. yds.	Solid Rock Excavation	1.25	5,000.00
5 cu. yds.	Class "A" Concrete	30.00	150.00
100 cu. yds.	Rip Rap	3.00	300.00
200 lin. ft.	24" Siphon Pipe	4.00	1,000.00
4,800 lin. ft.	18" Culvert Pipe	2.50	12,000.00
450 lin. ft.	24" " "	3.50	1,575.00
60 lin. ft.	36" " "	5.00	300.00
80 lin. ft.	42" " "	5.00	400.00
	Sub-total		$50,650.00
	10% Engr. & Cont.		5,065.00
	Total		$55,715.00

Length of Project 7.727 miles

Cost per mile $7,207.40

State Funds available $21,100.00

Federal Aid Requested 34,597.33 (62.25%)

State Funds for construction: Chapter 175, laws 1917; Chapter 51, Laws 1929.
State Funds for maintenance: Chapter 41, laws 1927.

CONTRACT # 1205

SEE:

CONTRACT # 1002

1905 DEF: Contract 1009

CONTRACT#1207,

SEE:

CONTRACT#581

1207 JEH: Contract 5e1

CONTRACT* 1208,

PR 156-C Multnomah Co. Line-Sandy, Paving 1930

1208

Form 30—E-18703—2M—10-30

PR 156

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED

State Highway Engineer

Date June 22, 1931., *193*.....

Job name Multnomah Co. Line-Sandy Paving. *Week from* June 14 *to* June 20

Mail address 533 Exchange St., Astoria, Ore.

Highway Mt. Hood

Telegraph or telephone address 358 Astoria

County Clackamas *Job prefix* 3 PH

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor has completed job with the exception of some minor cleaning up work. Should be all thru about June 25.

Party.- Olsen working on final quantities, Widdows checking rock, looking after job generally and checking cross-sections.

On Tuesday (June 16) went over entire job with Mr. Clarke, Widdows, and Larsen (contractors foreman). Mr Clarke gave instructions as to some small jobs necessary to complete the work. Otherwise pronounced the job very satisfactory.

(See back of this sheet for instructions and detailed information.)

Signed C. H. Furrow

Title Div. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 6.90

Miles paving completed 6.90

Total square yards in project 81,000

Square yards completed to date 81,000

Average daily square yards this week 0

Miles shoulders completed both sides 6.90

Contractor's average force for week 5 men,

..... teams, 1 trucks

Job will be completed about June 25, 1931

Number of men in Engineering Party 2

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 3 FM ..... *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

IR-156C

March 7, 1951.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed three copies of a resolution passed by the Council of the City of Sandy, guaranteeing that no encroachments will be permitted within the limits of the right-of-way on that portion of the Multnomah County Line-Sandy Section, Project No. 156-C, which is inside the city limits.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

O. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

encl.

RESOLUTION

WHEREAS, State Highway No. 26 of the State of Oregon, known as the Mt. Hood Loop Highway, is routed through the City of Sandy, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Proctor Avenue, and extensions easterly and westerly thereof.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Sandy will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Sandy, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 26 of the State of Oregon, known as the Mt. Hood Loop Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Sandy Clackamas, County, Oregon, this 2nd day of March 1931.

Attest:

Cecil O. Duke (Sd)
Mayor.

W. G. Duncan (Sd)
City Recorder.

- - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Sandy, Clackamas County, Oregon, on the 2nd day of March 1931 at the regular meeting of said Common Council.

Dated this 2nd day of March, 1931.

W. G. Duncan (Sd)
City Recorder.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Oregon F.A.P. 156-C

Post Office Building
Portland, Oregon.

October 13, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

Too

A4/pn 7690

Form P. R. 2

State Oregon

Project No. 156, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 1

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this ninth day of September, 1930 by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23d day of March, 1929, a project statement, which was approved by the Secretary on the 28th day of June, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 25th day of June 1930, and approved by the Secretary on the 1st day of October, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred twenty-five thousand, one hundred fifty-nine and 46/100 dollars ($125,159.46) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 173, Laws of 1917; Chap. 31, Laws of 1920

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 4+50 in Sandy, and survey station 364+11.0 at the Multnomah-Clackamas County line,

..... terminal points, a distance of 6.803 miles, known locally as the Multnomah County Line-Sandy Section of the Mt. Hood Highway, Clackamas County, between Portland and Sandy, being Section A of Oregon Federal Aid Project No. 156

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—3513

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of one hundred twenty-five thousand, one hundred fifty-nine and 46/100 (125,159.46) dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred one thousand, one hundred twenty-four and 00/100 (201,124.00) dollars, the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county) of ..... (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927

(Include reference to statute authorizing funds and probable amount annually available)

.....

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 4+50 in Sandy, and survey station 36+11.0 at the Multnomah-Clackamas County line,

locally known as the Multnomah County Line-Sandy Section of the Mt. Hood Highway, between Portland and Sandy, Clackamas County, and designated in the records of this Department as Section C of Project No. 156, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $201,124.00 as the total estimated cost of Section C of said project, and the sum of $125,159.46 as the share of the United States, payable under said acts on account of Section C of such project, which does not exceed ~~the amount~~ authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 1st day of October one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting Secretary of Agriculture.

8—4629

1 R 156 C

9/24/30

COMPARATIVE ESTIMATE
OF RIGHT OF WAY COSTS
THROUGH CITY OF SANDY

Via Main St. or present highway and Proctor Ave. Routes

Main St. or Present Highway Route — Present width 60 ft. to be widened to 80 ft.

	For Land	For Bldgs and Imps.	Total
1. On basis of widening 20 ft. on south side only. Options actually executed covering 85% of required property	$6447.00	$11,650.00	$18,097.00
* Estimated cost of remaining 15%	1250.00	2,000.00	3,250.00
Total	$7699.00	$13,650.00	$21,347.00
2. On basis of widening 10 ft. on each side. Options actually executed covering 89% of required property	10865.25	21,250.00	32,115.25
* Estimated cost of remaining 11%	1525.00	2,200.00	3,725.00
Total	12390.25	23,450.00	35,840.25

Procter Avenue Route — Present width 50 ft. to be widened to 80 ft.

1. On basis of widening 30 ft. on north side only. Options actually executed covering 90% of required property	$5812.50	$ 6,500.00	$12,312.50
* Estimated cost of remaining 10%	4285.00	800.00	5,085.00
Total	$10097.50	$ 7,300.00	$17,397.50
2. On basis of widening 15 ft. on each side. Options actually executed covering 91% of required property	$ 6873.50	$ 7,375.00	$14,248.50
* Estimated cost of remaining 9%	4290.00	1,400.00	5,690.00
Total	$11163.50	$ 8,775.00	$19,938.50

* Estimated costs of remaining property not covered by actually executed options are based on preliminary discussions with all but two of the owners of property involved.

August 29, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of August 27th concerning the Multnomah County Line-Sandy Paving Project (F. A. Project 156-C), and particularly to that part of the letter in which you comment on the use of a hand roller in connection with the finishing of the pavement surface.

Owing to the fact that it will be late in the season before the contractor will be placing pavement within the city limits of Sandy, there appears to be no reason why the contractor should not be allowed to construct that portion of the pavement in a single strip, the same as he is constructing the portion of the pavement which is outside of the city limits. This condition will make it possible for him to use his mechanical finishing machine throughout the entire length of the project, and will eliminate the necessity of his having to use a hand roller in connection with any part of the finishing work.

In case, however, a hand roller should, for any reason, be used, we shall comply with the suggestion made in your letter that an affidavit relative to the royalty charge will be submitted and a corresponding deduction made from the amount of the final federal aid voucher.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

August 27, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Enclosed are three copies of the project agreement covering Oregon F.A.P. No. 156-Section C, for the signature of the State Highway Department. When these copies of the agreement have been signed please return them to this office.

In connection with the specifications for Concrete Pavement on this project your attention is called to our letter of August 6, 1929, transmitting a copy of the Standard Specifications approved by the Chief Engineer and itemizing those sections which were disapproved. Among the items disapproved was that on Page 52 -- Concrete Pavement Finished by Special Hand Roller where no alternate method was provided. The Special Provisions on this project do not alter the requirements as given in our letter above referred to, and it appears that an affidavit relative to the royalty charges for this equipment should be submitted and proper deduction made in the final Federal aid voucher. It is our suggestion that the use of this roller without an alternate method be eliminated from the specifications on future paving projects.

Very truly yours,

W. H. LYNCH
District Engineer

By. T. M. Davis
T. M. DAVIS
Highway Engineer.

Encls.

August 27, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Enclosed are three copies of the project agreement covering Oregon F.A.P. No. 156-Section C, for the signature of the State Highway Department. When these copies of the agreement have been signed please return them to this office.

In connection with the specifications for Concrete Pavement on this project your attention is called to our letter of August 6, 1929, transmitting a copy of the Standard Specifications approved by the Chief Engineer and itemizing those sections which were disapproved. Among the items disapproved was that on Page 52 — Concrete Pavement Finished by Special Hand Roller where no alternate method was provided. The Special Provisions on this project do not alter the requirements as given in our letter above referred to, and it appears that an affidavit relative to the royalty charges for this equipment should be submitted and proper deduction made in the final Federal aid voucher. It is our suggestion that the use of this roller without an alternate method be eliminated from the specifications on future paving projects.

Very truly yours,

W. H. LYNCH
District Engineer

By _____
F. M. DAVIS
Highway Engineer.

Encls.

C C #1208 Jacobsen Co PR156C

August 19, 1930

Mr. T. T. Ashton, Cashier
First National Bank
Portland, Oregon

Dear Sir:

We acknowledge receipt of your letter of the 18th instant in which you return to us the assignment given to your bank by Jacobsen-Jensen Company of all moneys due and to become due that company by the State Highway Commission for the paving of the Multnomah County Line-Sandy Section of the Mt. Hood Highway in Clackamas County. We are accepting the assignment in the form in which it is written with the provisions stated to you in our previous letter that nothing in the assignment shall in any manner supersede or defeat the States prior and superior claim and interest in and to said funds nor shall the assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor and material.

We shall endeavor to see that payments to the Jacobsen-Jensen Company are made in conformance with the provisions of the assignment and the provisions mentioned above.

We note that in filling in the blanks on our standard assignment of claim form you have used the State Highway Commission as being authorized and empowered to act as agents for the Jacobsen-Jensen Company. This of course should have been the First National Bank of Portland. To be abolutely correct the Jacobsen-Jensen Company should authorize us to make the necessary change in this form.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. E. Glaisyer
Chief Clerk

cc Jacobsen-Jensen Co.
407 Stanton Street,
Portland, Oregon
Great American Indemnity Co.
Harvey Wells, Agent
Failing Building
Portland, Oregon

HEG:W

August 15, 1930

Mr. T. W. Peters
Assistant Cashier
First National Bank
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of the 11th instant in which you enclose an assignment given to you by the Jacobsen-Jensen Company for all moneys, warrants and bonds to be drawn against the contract awarded to this company for the paving of the Multnomah County Line-Sandy Section of the Mt Hood Highway in Clackamas County.

We shall be pleased to accept this assignment and will endeavor to see that moneys are paid in conformance therewith. We are accepting the assignment with the provision that nothing therein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material. This provision is a portion of the standard form of assignment of this department, a copy of which we are enclosing for your further information.

We are also enclosing in this letter the original assignment which we note does not bear the corporate seal of the Jacobsen-Jensen Company. Will you please see that this is affixed and then return the assignment to this office?

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

cc Jacobsen-Jenson Co.
Great American Indemnity Co.

No. 1553

T NATIONAL BANK
OF PORTLAND

TLAND, OREGON

August 11th, 1930

To The State Highway Commission,
The Secretary of State and
The Treasurer of the State of Oregon
Salem, Oregon

Gentlemen:

We are enclosing herewith assignment of Jacobsen-Jensen Co. to the First National Bank of Portland, Oregon, covering all money, warrants and bonds to be drawn against a certain contract of Jacobsen-Jensen Co. dated June 26th for the concrete paving of Mount Hood Highway in Clackamas County-Multnomah County Line-Sandy Section.

Please be kind enough to place this assignment on file, acknowledging receipt to us and make all payments direct to The First National Bank of Portland, Oregon.

Very truly yours,

J. W. Peters

E..RM

Assistant Cashier.

ANSWERED
H. B. G.

No. 1333

THE FIRST NATIONAL BANK
OF PORTLAND

PORTLAND, OREGON

August 11th, 1930

To The State Highway Commission,
The Secretary of State and
The Treasurer of the State of Oregon
Salem, Oregon

Gentlemen:

We are enclosing herewith assignment of Jacobsen-Jensen Co. to the First National Bank of Portland, Oregon, covering all money, warrants and bonds to be drawn against a certain contract of Jacobsen-Jensen Co. dated June 26th for the concrete paving of Mount Hood Highway in Clackamas County-Multnomah County Line-Sandy Section.

Please be kind enough to place this assignment on file, acknowledging receipt to us and make all payments direct to The First National Bank of Portland, Oregon.

Very truly yours,

J. W. Peters

E.M.M.

Assistant Cashier.

ANSWERED
H. B. G.

PR156C

August 5, 1930

Jacobsen-Jensen Company
407 Stanton Street
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the paving of the Multnomah County Line-Sandy Section of the Mt. Hood Highway in Clackamas County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

PR 156C

August 5, 1930

Standard Oil Company of California
P. O. Box 1197
Portland, Oregon

Gentlemen:

In response to your inquiry of July 30 we wish to say that contract no. 1206 was awarded to the Jacobsen-Jensen Company on June 26, 1930 by the State Highway Commission. The correct description of the work is the construction of 6.80 miles of concrete pavement on the Multnomah County Line-Sandy Section of the Mt. Hood Highway in Clackamas County. The total amount of the contract is $182,840.00. The amount of the bond is $91,420.00. The bond was written by the Great American Indemnity Company, for whom Harvey Wells Insurance Agency is the local agent, with offices in the Failing Building, Portland, Oregon. The specified date of completion of the project is November 30, 1930. Vouchers covering work completed will be made up monthly.

We trust this is the information you desire.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBGLS

H. B. Glaisyer
Chief Clerk

August 1, 1923

Standard Oil Company of California,
P. O. Box 1197,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

We have your questionnaire of July 30th concerning the work of Jacobson & Jensen who have been awarded the contract for the paving of a section of the Mt. Hood Highway in Clackamas County.

Please be advised that the contract was just recently awarded and is now out to the contractors for execution. It will perhaps be returned within the next few days and will then be able to furnish you with the information requested.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG
306 YAMHILL STREET
P. O. DRAWER 1197

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
J. S. GORDON
F. C. EASTMAN
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.
July 30, 1930

Jacobsen & Jensen - Paving Loop Highway

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We understand that the work in which the above contractor is engaged is being done under contract with Oregon State Highway Commission.

As we are delivering petroleum products to be used in this work we would appreciate your furnishing us with the following information:

Is the above the correct name under which the contract was let? _____
If sub-contractor, under what general contractor is work being done?

_____

Number of contract _____. Description and location of work _____

_____

_____

_____

Amount of contract $_____. Name and address of bondsmen furnishing materialmen's bond _____

_____

_____

Amount of bond $_____.
Time limit to the contractor or estimate of when job will be completed. _____

_____

At what intervals are estimates to be paid the contractor? _____

_____

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA
W. L. MUNCY
District Sales Manager

By W L Muncy

PR-156-C

August 4, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement, covering the Multnomah County Line-Sandy Section, Project 156-C.

With reference to the resolutions from the City of Sandy, regarding right of way encroachments, we wish to advise that these have not been received at this time, but that we will forward them to you as soon as possible.

Very truly yours,

ROY A. KLEEN,
State Highway Engineer,

By

J. W. Nash,
Asst. Office Engr.

JWN:EH
encl.

Oregon State Highway Department — Project No. 156-C

[redacted]

[redacted]

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, Aug. 2, 1930.

All Required	Clearing and Grubbing			$294.00
42,000 cu. yds.	Excavation, Single Classification	$0.40		16,800.00
14,500 yds. sta.	Overhaul	0.04		580.00
5,500 yds. mi.	Truck Haul	0.20		1,100.00
115 cu. yds.	Class "A" Concrete	15.00		1,725.00
10,000 lbs.	Metal Reinforcement	0.06		600.00
80 lin. ft.	12" Corr. Galv. Iron Pipe	2.00		160.00
20 lin. ft.	18" Corr. Galv. Iron Pipe	3.00		60.00
30 lin. ft.	24" Corr. Galv. Iron Pipe	5.00		150.00
10 lin. ft.	18" Concrete Pipe	3.00		30.00
81,000 sq. yds.	Preparation of Sub-grade	0.10		8,100.00
81,000 sq. yds.	Portland Cement Concrete Pavement	1.65		133,650.00
12,200 lin. ft.	Expansion Joints	0.20		2,440.00
24,400 lin. ft.	Contraction Joints	0.02		488.00
23,500 lbs.	Bar Reinforcement	0.07		1,645.00
7,300	Dowels	0.26		1,898.00
3,000 cu. yds.	Rock Shoulders, Sub-base Course	2.30		6,900.00
2,250 cu. yds.	Rock Shoulders, Base Course	2.30		5,175.00
750 cu. yds.	Rock Shoulders, Top Course	2.30		1,725.00
900 cu. yds.	Earth Filler	0.60		540.00
2,000 yds. mi.	Filler Haul	0.20		400.00
	Sub-total			$182,040.00
	10% Engr. and Cont.			18,284.00
				$201,124.00

Length of Project 6.803 Miles
Cost per mile $29,564.01

State Funds Available $75,964.54

Federal Aid Requested 125,159.46 (62.23%)

$201,124.00

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1929.
State Funds for Maintenance: Chapter 41, Laws 1927.

Form 39—E-15580—2500—2-30.

ORE[illegible] STATE HIGHWAY DEPARTMEI[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date July 28, 1930

Job name Multnomah Co. Line - Sandy Paving — Week from July 19 to July 26

Mail address Sandy, Ore

Highway Mt. Hood — Telegraph or telephone address ✓

County Clackamas — Job prefix 3PH — Express and freight address ✓

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Set Stakes for grading Sta. 260 to 364
Referenced some of new curve points.

Contractor started work on Tuesday with 60 H.P. Cat. and grader. Worked it rest of week on side borrow from 260-325
Started work with ½ yd shovel on Wednesday taking out cut Sta. 240-250 and hauling west. Moved to cut Sta. 360 and hauled into fill from Sta 364 (Co. Line) East.
On Saturday moved shovel to Sta. 295. Hauling dirt for fill new curve alignment Sta. 325

(See back of this sheet for instructions and detailed information.)

Signed R. A. Farrow

Title Resdt Eng.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 6.80

Miles paving completed 0

Total square yards in project 81,000

Square yards completed to date 0

Average daily square yards this week 0

Miles shoulders completed both sides 0

Contractor's average force for week 6 men,

..... teams, 4 trucks

Job will be completed about Nov 30. 1930

Number men in Engineering Party 4

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 3PH ... *Percentage* 50
2. 3PG ... *Percentage* 50
3. ..... *Percentage* .....
4. ..... *Percentage* .....

EAST END OF PROJECT

SECOND AVE.

OTTO MEINERS 1st ADD.

FIRST AVE.

OTTO MEINERS 1st ADD.

CHERRY ST

TRACY AVE.

CLOVER ST.

STRAUS ST.

BURNS ST.

PROCTOR BLVD.

Alpine Addition

Tennis Court

SUNSET BLVD.

COUNTY	HIGHWAY
CLACKAMAS	MT. HOOD
ROAD DIST. NO.	STATE
1	OREGON

Add 12" Conc. Pipe - 44' (2 Places)

CLOVER ST.

PROCTOR

STRAUS ST.

BURNS ST.

LUMX

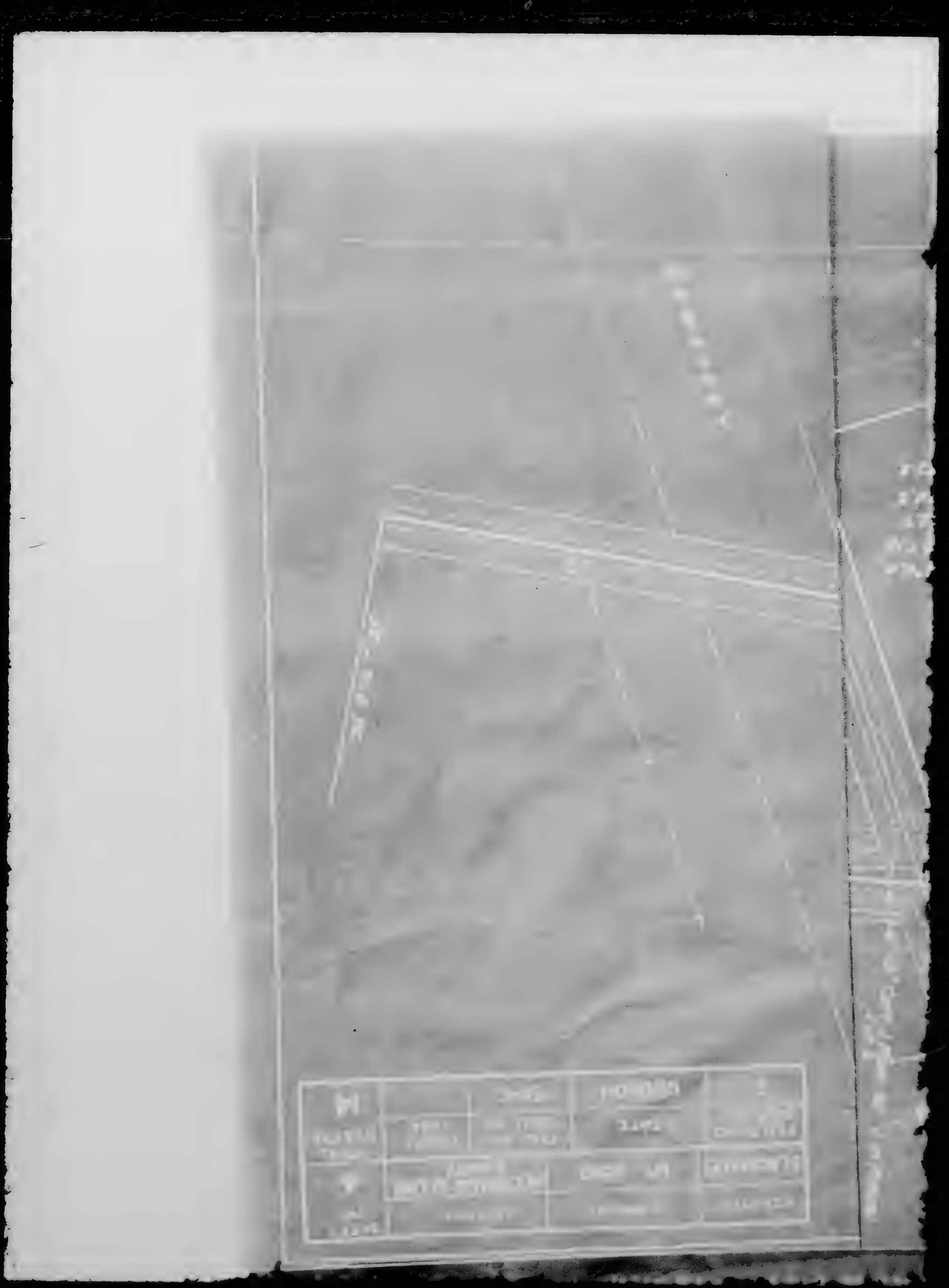
CLACKAMAS	MT. HOOD
STATE	
OREGON	

CENTER
ST
CENTER
PLEASANT
DOCTOR

T. 2 S., R. 4 E. W.M.

AVE.

EASANT



PH 156-C

1209

July 16, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 2660,
Portland, Oregon.

Dear Sir:

We are enclosing herewith four copies of a supplemental provision which we are including in the contracts for the paving of the Multnomah County Line-Sandy Section of the Mt. Hood Highway, which supplemental provision relates to the possible shifting of the route to be paved within the town of Sandy.

As you are already informed as to the route which the highway would follow in case the Commission should decide in favor of the revision, we are assuming that it will not be necessary to submit plans for the possible revision unless, and until, the change is determined upon.

Very truly yours,

ROY A. KLEEN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

SHP:KH
encl.

SUPPLEMENTAL SPECIAL PROVISIONS

Subsequent to the calling for bids for the work to be performed under this contract, question has arisen as to whether the route of the Mt. Hood Highway, through the town of Sandy, should be maintained in its present location, or shifted one block north onto Proctor Street.

In order that the execution of this contract need not be delayed, and, also, in order that the way may be left open for the State Highway Commission to adopt either of the two routes through the town, it is hereby agreed between the contractor and the State Highway Commission, that, at the option of the State Highway Commission, any one of the following three alternate courses may be pursued in regard to the work on that portion of the project which is east of the westerly corporate limit of Sandy:

1. The project may be terminated at the westerly corporate limit of Sandy, all of the originally contemplated work that is within the corporate limits of the town being eliminated from the contract.

2. The contractor may be required to construct the pavement through the town of Sandy on the Proctor Street route, terminating the project at a point approximately 500 feet east of the point at which the project as originally planned was to have been terminated.

3. The contractor may be required to construct the pavement through the town of Sandy on the present travelled route of the highway the same as was originally planned.

In case either alternate 2 or alternate 3 is adopted, the contractor will be permitted to construct the pavement within the limits of the town in a single strip, it being understood that that part of the paving work will not in any case be performed until after Labor Day (September 1, 1930). In constructing the pavement in a single strip, as here provided, the contractor will install the metal parting strip and longitudinal center joint without any extra compensation, payment for the same being understood to be included in the square yard price bid for Portland cement concrete pavement.

The effect that the adoption of any one of the three alternates may have on the cost of the work to the contractor, or on the total amount that he earns under the contract, will in no case entitle the contractor to any extra compensation, and it is understood that payment for the work actually performed at the unit prices bid, which prices are set out in the price schedule inserted between pages 96 and 97 hereof, will comprise full and complete payment the same as though the work were performed as originally contemplated.

These supplemental special provisions are agreed to with the understanding that the State Highway Commission will exercise its option hereunder on or before the time that the contractor completes the placing of pavement on the portion of the project which is between the Multnomah County Line and the westerly corporate limit of the town of Sandy.

FORM S-P-1 C-8705 1M 5-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 15-6C

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR*

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. D. CLARKE, DIVISION ENGINEER

SALEM

July 8, 1930

Mr. R. A. Klein
O f f i c e

File 3 PH

Date Contract June 16th

Dear Sir:

With reference to the matter of paving through the corporate limits of Sandy, an agreement has been reached with Jacobson and Jensen, as follows:

A clause is to be inserted in the contract providing for three alternates, at the option of the State, to be exercised and advice given the contractor at any time at or before the completion of the balance of the paving; first, for the construction of the pavement through Procter Street, being the proposed change through Sandy, in which case the contract would be extended about 500 feet on the east end and beyond a point opposite the east end of the project as advertised; second, the termination of the contract at or about the west city limit of Sandy; and third, the construction of the project strictly as advertised.

The contractor has agreed that he will construct any one of these three alternates without extra compensation beyond the unit prices bid, but with the condition that if the third alternate is selected, he shall be permitted to lay the pavement in one strip instead of two strips as provided in the contract, this for the reason that postponement of the pavement through Sandy until after work has been begun at the west city limit of Sandy would disrupt his program of operations and necessitate a delay in completion of the work if that section were required to be laid in two strips, at the end of the season when such delay might be inconvenient and expensive.

I believe it will be entirely possible to lay the pavement in two strips without too serious inconvenience to traffic, since the schedule which I have tentatively worked out with Mr. Jacobson would mean the construction of the part through Sandy after Labor Day. I therefore recommend that this condition be accepted and that the contract be awarded on the basis of the above agreement. It is understood, of course, that laying the pavement through Sandy in one strip, in the case Alternate 3 is selected, will be on the same basis as provided in the contract for the other part of the project to be laid in one strip, that is, without extra payment for the metal center joint.

Very truly yours

W D Clarke

WDC:EF

Form 39—E-15569—3500—2-30.

PH 156 C

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 7, 1930

Job name Multnomah Co. Line - Sandy Paving

Highway Mt. Hood

County Clackamas Job prefix 5PH

Week from June 29 to July 5

Mail address Sandy, Ore.

Telegraph or telephone address Ds

Express and freight address Dc

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Base levels Station 265 to 364
Cross-sectioned Station 41 to 234
Plotted profile Station 0 to 150

Contractor not on job as yet

(See back of this sheet for instructions and detailed information.)

Signed R A Farrow

Title Res Eng

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 6.80

Miles paving completed 0

Total square yards in project 84,000

Square yards completed to date 0

Average daily square yards this week 0

Miles shoulders completed both sides 0

Contractor's average force for week 0 *men,*

0 *teams,* 0 *trucks*

Job will be completed about .....

Number men in Engineering Party 4

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 3PH *Percentage* 75%
2. 3PG *Percentage* 25%
3. ..... *Percentage* .....
4. ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 30, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:- Oregon F.A.P.156-C, Multnomah County Line-Sandy, Paving

The plans, specifications and estimate for the above Project, included in the June 26th letting, were forwarded on June 25th. Award on this project may be made as of the date of the letting.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer.

RECEIVED
JUL 1 1930
OREGON
STATE HIGHWAY COMM.

156-C

June 22, 1920.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 2600,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans, and five sets of special provisions, covering the Multnomah County Line-Sandy Section, Project No. 156-C. Under separate cover, we are sending five sets of blue print plans for this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dictated by J. W. Nash/ER.

encl.

Oregon State Highway Department — Project No. 158-C

MULTNOMAH COUNTY LINE-SANDY SECTION

OF THE MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, June 21, 1930.

All Required	Clearing and Grubbing			$ 100.00
42,000 cu. yds.	Excavation, Single Classif.		$0.35	14,700.00
14,500 yds. sta.	Overhaul		0.03	435.00
5,500 yds. mi.	Truck Haul		0.18	990.00
115 cu. yds.	Class "A" Concrete		25.00	2,875.00
10,000 lbs.	Metal Reinforcement		0.06	600.00
60 lin. ft.	12" Corr. Galv. Iron Pipe		1.50	120.00
20 lin. ft.	18" " " " "		2.50	50.00
30 lin. ft.	24" " " " "		4.00	120.00
10 lin. ft.	15" Concrete Pipe		2.00	20.00
81,000 sq. yds.	Preparation of Sub-grade		0.07	5,670.00
81,000 sq. yds.	Portland Cement Concrete Pavement		1.95	157,950.00
12,200 lin. ft.	Expansion Joints		0.15	1,830.00
24,400 lin. ft.	Contraction Joints		0.05	1,220.00
23,000 lbs.	Bar Reinforcement		0.04	920.00
7,500 lbs.	Dowels		0.20	1,500.00
3,000 cu. yds.	Rock shoulders, Sub-base course		2.70	8,100.00
2,250 cu. yds.	Rock shoulders, Base Course		2.75	6,187.50
750 cu. yds.	Rock shoulders, Top course		2.75	2,137.50
900 cu. yds.	Earth Filler		0.40	360.00
2,000 yds. mi.	Filler Haul		0.18	360.00
		Sub-total		$206,225.00
		10% Engr. & Cont.		20,622.50
		Total		$226,847.50

Length of Project 4.903 miles.
Cost per mile $55,345.21

State Funds Available	99,842.50	
Federal Aid Requested	127,005.00	(55.997+%)
	$226,847.50	

State Funds for construction: Chapter 175, laws 1917, Chapter 31, Laws 1920.

State Funds for maintenance: Chapter 4, laws 1927.

Commissioner
R. H. [illegible] Chairman, Portland
C. H. [illegible]
ROBERT W. SAWYER, Secretary

PR 156 C

OREGON STATE HIGHWAY COMMISSION

[illegible]

June 10, 1930.

Mr. F. Y. Young,
Resident Engineer
State Highway Department,
Oregon City, Oregon.

Dear Sir:

This is to advise that we have assigned prefix S PH to the paving of the Multnomah County Line-Sandy Section of the Mt. Hood Highway in Clackamas County.

Preliminary engineering charges in connection with this work may be charged against this prefix.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by L. N. Parsons/AP

CC Mr. W. D. Clarke

...W, PORTLAND
...GE
...W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUN 10 1930
OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Oregon City, Oregon.
June 9, 1930.

156 c

Mr. R.A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Please send me the job prefix to be used forpreliminary work in connection with the proposed paving from Multnomah County line to Sandy.

Yours truly,

3 PH

F.T. Young

F.T. Young,
Resident Engineer.

CONTRACT# 1209,

SEE:

CONTRACT# 1187,

CONTRACT# 1211

PR 148-G Silver Creek-Sage Hen Hill 1930
Grading

12-11

E 148-C Hwy. 8149

Form P. R. 2
State Oregon
Project No. S-146, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of December, 1932

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932.

Whereas the Highway Department of said State submitted on the 18th day of December, 1928, a project statement, which was approved by the Secretary on the 2nd day of April, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 30th day of August, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of six hundred seventy-one and 22/100

dollars ($671.22) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway Funds" appropriated by
(Include amount, date, and citation of act of legislature by which authorized)
Act approved July 21, 1932 (Public No. 302, 72nd Congress) and any part thereof not provided from such funds shall be met from State funds available under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5530+00 at the east end of Section F of said project in the S.W.¼ of Sec. 28, T.23 S., R.27 E., W.M., and survey station 5605+00 in the S.E.¼, Sec.27, T.23 S., R.27 E., W.M.(excepting therefrom the bridge at sta. 5548+29)

, length 1.413 miles, in Harney County, being Section G of Oregon Federal Aid project No. E-148, consisting of 1.413 miles of roadway and no bridges, each of more than 20 feet clear span, ~~of a mile in length~~ known locally as the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, between Bend and Burns.

S—5518

DEC 10 1932 8 02 AM

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of six hundred seventy-one and 22/100 dollars ($671.22), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two thousand, two hundred thirty-seven and 40/100 dollars ($2,237.40), the approved total estimated cost of Section ____ of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1931
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of March, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By [signature]
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By [signature]

(Title of officer)

By

(Title of officer)

[signature]
Acting Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-148-C, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 2,237.40 as the total estimated cost of said project, and the sum of $ 671.22 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of March one thousand nine hundred and Thirty-three

R. M. Evans
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

PR 1486

October 4, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Silver Creek-Sage Hen Hill Section, Emergency Construction Project E-148-C.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Prybeck,
Office Engineer.

Dict. by S. W. Nash/MM.
Encl.

Oregon State Highway Department — Emerg. Constr. Proj. No. E-1A8-6

SILVER CREEK-SAGE HEN HILL SECTION

OF THE GENERAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 30, 1932.

STATEMENT OF COMPLETED WORK

Part on which new work is to be done:
(Sta. 553+00 to 560+00)

Final cost on roadway	$ 6,768.36
Final cost on which Federal Aid was computed	$ 6,218.49
Federal Aid paid on roadway	$ 3,888.38
Length of roadway	1.413 miles
Cost per mile	$ 4,790.20
Federal Aid paid per mile	$ 2,751.85
Final cost on Silver Creek trestle	$ 1,641.14
Final cost on which Federal Aid was computed	$ 1,110.71
Federal Aid paid on trestle	$ 691.19
Length of trestle	0.007 miles

Part on which no additional work is to be done:
(Sta. 560+00 to 608+26.7)

Final cost on roadway	$ 43,207.67
Final cost on which Federal Aid was computed	$ 39,887.14
Federal Aid paid on roadway	$ 24,821.76
Length of roadway	9.020 miles
Cost per mile	$ 4,790.20
Federal Aid paid per mile	$ 2,751.85

SUMMARY OF COMPLETED WORK

Total cost of all completed	roadway	$ 49,976.23
" " " " "	trestles	1,641.14
	Total.....	$ 51,617.37
Total cost on which Federal Aid was computed, all completed roadway		$ 46,135.54
Total cost on which Federal Aid was computed, all completed trestles		1,110.71
	Total.....	$ 47,246.25

Total length, Roadway		10.433 miles		
" " Trestle		.007 "		
Total		10.440 "		

[illegible] WORK - ROADWAY

Pit-run Gravel Surfacing:

3,000	cu. yds.	Pit-run Gravel Surfacing	$ 0.40	$ 1,200.00
500	" "	Truck-hauled Filler	0.30	150.00
7,000	yd. mi.	Hauling Gravel	0.09	630.00
600	" "	Hauling Filler	0.09	54.00
		Sub-total		$ 2,034.00
		10% Engr. & Cont.		203.40
		Total.....		$ 2,237.40

Net length 1.413 miles

Cost per mile $ 1,583.43

Regular Federal Aid Requested	$ 671.22 (30%)
Emergency Construction Funds Requested	1,566.18
	$ 2,237.40

Oregon State Highway Department — Emerg. Constr. Proj. No. E-148-A

SILVER CREEK-SAGE HEN HILL SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate accompanying specifications for gravel surfacing. Not as basis for project agreement)

Salem, Oregon, August 27, 1932.

STATEMENT OF COMPLETED WORK

Part on which new work is to be done:
(Sta. 5530+00 to 5615+00)

Final cost on roadway	$ 6,768.56
Final cost on which Federal Aid was computed	$ 6,248.40
Federal Aid paid on roadway	$ 3,888.30
Length of roadway	1.413 miles
Cost per mile	$ 4,790.20
Federal Aid paid per mile	$ 2,751.85
Final cost on Silver Creek trestle	$ 1,641.14
Final cost on which Federal Aid was computed	$ 1,110.72
Federal Aid paid on trestle	$ 591.19
Length of trestle	0.007 miles

Part on which no additional work is to be done:
(Sta. 5605+06 to 6051+26.7)

Final cost on roadway	$ 43,207.67
Final cost on which Federal Aid was computed	$ 39,807.14
Federal Aid paid on roadway	$ 24,821.76
Length of roadway	9.020 miles
Cost per mile	$ 4,790.20
Federal Aid paid per mile	$ 2,751.85

SUMMARY OF COMPLETED WORK

Total cost of all completed roadway	$ 49,976.23
" " " " trestles	$ 1,641.14
Total	$ 51,617.37

Total cost on which Federal Aid was computed, all completed roadway	$ 46,135.54
Total cost on which Federal Aid was computed, all completed trestles	$ 1,110.71
Total	$ 47,246.25

Total length, Roadway	10.433	miles
" " Trestle	.007	"
Total	10.440	"

[redacted] - ROADWAY

Pit-run Gravel Surfacing

3,000	cu. yds.	Pit-run Gravel Surfacing	$ 0.40	$ 1,200.00
500	cu. yds.	Truck-hauled Filler	0.25	125.00
7,000	yd. mi.	Hauling Gravel	0.10	700.00
600	yd. mi.	Hauling Filler	0.12	72.00
		Sub-total		$ 2,097.00
		10% Engr. & Cont.		209.70
		Total		$ 2,306.70

Net length	1.413 miles
Cost per mile	$ 1,632.48

Regular Federal Aid Requested	$ 692.01
Emergency Construction Funds Requested	$ 1,614.69
	$ 2,306.70

ELECTRIC STEEL FOUNDRY COMPANY 1428.

May 2, 1932

Electric Steel Foundry Co.,
Twenty fourth and York Streets,
Portland, Oregon.

Attention of Mr. H. B. Cornell

Gentlemen:

In answer to your letter of April 30, relative to State Highway Contract No. 1211, which was awarded to C. E. Silbaugh for the grading of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway:

Our records show that the above described project was completed on April 18, 1931; this date is considered as the date of acceptance on the part of the State Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

ELECTRIC STEEL FOUNDRY COMPANY

Twenty-Fourth *and York Streets*

Portland Oregon.

April 30, 1932.

RECEIVED
MAY - 1932
COMMISSION

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer, Sec.

Referring to your letter of April 28th containing information with reference to state highway contract No. 1211 awarded to C. E. Silbaugh of Burns, will appreciate it if you will kindly advise the date on which this contract was completed and accepted by the state.

We note from the copy of the ~~contract~~ which you enclosed with your letter that the time allowed for filing notice with the Secretary of State has been changed to six months instead of one year. It is our understanding that this contract was completed sometime last fall and will appreciate if you will kindly let us know the date.

Very truly yours,

ELECTRIC STEEL FOUNDRY CO.,

H. B. Cornell

H. B. Cornell
HS

#1211
Harney Co
PR 148 D.

April 28, 1932

Electric Steel Foundry Company,
Twenty-Fourth and York Streets,
Portland, Oregon.

Attention of Mr. H. B. Cornell

Dear Sir:

We are in receipt of your letter of April 27, in which you state that you have a claim against C. E. Silbaugh or the C. E. Silbaugh Construction Company of Burns.

The contract to which you refer is known as State Highway Contract No. 1211, and was awarded to C. E. Silbaugh of Burns for the grading of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County.

The bond, in connection with the above described project, was written by Union Indemnity Company, for which Hansen & Rowland, Inc., are agents, with offices in the Failing Building, Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

ELECTRIC STEEL FOUNDRY COMPANY

Twenty-Fourth *and York Streets,*

Portland. Oregon.

RECEIVED
APR 28 1932
OREGON
STATE HIGHWAY COMMISSION

April 27, 1932.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We have a claim against C. E. Silbaugh or the C. E. Silbaugh Construction Company of Burns, Oregon for material furnished in connection with the construction of the main highway between Burns and John Day which was completed last fall.

Will you kindly advise us the name of the bondsman on this work so that we can file notice of claim with the Secretary of State in accordance with section 2991 Oregon Laws.

Thanking you in advance for a prompt reply, we are

Very truly yours,

ELECTRIC STEEL FOUNDRY CO.

H. B. Cornell

H. B. Cornell
HS

#1211
Harney

PR 145-G

April 18, 1932

Union Indemnity Company,
Hanson & Rowland, Inc.,
Failing Building,
Portland, Oregon.

Gentlemen:

We hand you herewith certified copy of notice of claim filed with the Secretary of State by Attorneys Bronaugh, Hamilton, Dynon & Bronaugh in behalf of Beall Pipe and Tank Corporation against C. E. Silbaugh for materials furnished in connection with State Highway Contract No. 1211, grading of the Silver Creek Sage Hen HillSection of the Central Oregon Highway in Harney County.

The claim is in the sum of $1,774.90.

We are furnishing you with this information as you appear as surety on the bond of the contractor, mentioned above.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

cc C. E. Silbaugh
Burns, Oregon

April 16, 1932

Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 15th instant, enclosing certified copies of notice of claim that was filed by Beall Pipe and Tank Corporation against C. E. Silbaugh, to whom the State Highway Commission awarded the contract for the construction of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County.

We are forwarding copies of the notice to Mr. Silbaugh and the surety on his bond that was furnished in connection with the above described contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 15, 1932

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from Bronaugh, Hamilton, Bynon & Bronaugh, Attorneys at Law, Portland, Oregon, and filed as of this date, a notice of claim by Beall Pipe and Tank Corporation for materials furnished in the sum of $1,774.90, with interest at 6% per annum upon the total purchase price of $4,362.35 , and remaining balances thereof after deducting payments or credits, against the bond taken from C. E. Silbaugh, principal, and Union Indemnity Company, surety, for work on the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, Oregon.

We are enclosing herewith a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract, and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E Hoss

HM

Secretary of State.

NOTICE IS HEREBY GIVEN that, the undersigned, Beall Pipe and Tank Corporation, has a claim for corrugated iron culvert pipe in the sum of $1,774.90, with interest at the rate of six per cent. per annum upon the total purchase price of $4,362.55, and remaining balances thereof after deducting payments or credits.

Said pipe was furnished unto C. E. Silbaugh as contractor for the construction of a certain section of the Central Oregon Highway in Harney County, Oregon, known as the Silver Creek-Sage Hen Hill Section thereof. Claim is made against the bond taken from the said C. E. Silbaugh, contractor and principal in said bond, and Union Indemnity Company, the surety thereon, for the purchase price owing and unpaid to claimant on account of the materials furnished by it for use and actually used in the prosecution of the work under the above mentioned contract of the said C. E. Silbaugh.

Dated at Portland, Oregon, this 15th day of April, 1932.

BEALL PIPE AND TANK CORPORATION,

By JNO. S. BEALL
PRESIDENT.

STATE OF OREGON)
) ss.
County of Multnomah)

I, Jno. S. Beall, being first duly sworn, upon oath, say, I am the president and managing officer of Beall Pipe and Tank Corporation, and as such make this affidavit, and present this statement in its behalf.

That Beall Pipe and Tank Corporation, an Oregon corporation, furnished unto C. E. Silbaugh, corrugated iron culvert pipe for use in prosecution of the work under a certain contract for the construction of a section of the Central Oregon Highway in Harney County, Oregon, known as the Silver Creek-Sage Hen Hill Section thereof.

Said Pipe was furnished on or about September 6, 1930. The total purchase price thereof is the sum of $4,362.55. That there remains due, owing and unpaid on account of the said material the sum of $1,774.90, with interest upon the varying balances of the total purchase price. That payment of said balance has not been made.

JNO. S. BEALL

Subscribed and sworn to before me this 15th day of April, 1932.
(SEAL)

E. U. BRODERICK
Notary Public for Oregon
My commission expires April 1, 1934.

File No. 2038
Filed April 15, 1932
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify:

That I have carefully compared the annexed copy of notice of claim by Beall Pipe and Tank Corporation for materials furnished in the sum of $1,774.90, with interest at the rate of six per cent. per annum upon the total purchase price of $4,362.35, and remaining balances thereof after deducting payments or credits, against the bond taken from C. E. Silbaugh, principal, and Union Indemnity Company, surety, for work on the Sil ver Creeek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, Oregon, with the original notice filed in the office of the Secretary of State on April 15, 1932, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 15th day of April, A. D. 19 32.

Hal E Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify:

That I have carefully compared the annexed copy of notice of claim by Beall Pipe and Tank Corporation for materials furnished in the sum of $1,774.90, with interest at the rate of six per cent. per annum upon the total purchase price of $4,362.35, and remaining balances thereof after deducting payments or credits, against the bond taken from C. E. Silbaugh, principal, and Union Indemnity Company, surety, for work on the Sil ver Creeek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, Oregon, with the original notice filed in the office of the Secretary of State on April 15, 1932, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 15th day of April, A. D. 19 32.

Hal E Hoss

Secretary of State

FF1211

OR 148B

April 15, 1932

Bronaugh, Hamilton, Byron & Bronaugh,
Attorneys at Law,
American Bank Building,
Portland, Oregon.

Gentlemen:

Your letter of April 13, enclosing affidavit of Jno. S. Beall, and notice of claim of Beall Pipe & Tank Corporation against C. E. Silbaugh, has been received.

In accordance with the affidavit, above mentioned, we are pleased to hand you herewith a certified copy of State Highway Contract No. 1211 that was awarded by the State Highway Commission to C. E. Silbaugh for the grading of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County. You will find the surety bond set out on page 100 of the contract.

We are today placing the notice of claim on file.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

April 15, 1932

Union Indemnity Company,
Hanson & Rowland, Inc.
Failing Building,
Portland, Oregon.

Gentlemen:

We have today received through Bronaugh, Hamilton, Bynon & Bronaugh, Portland attorneys, a copy of notice of claim of Beall Pipe and Tank Corporation against C. E. Silbaugh.

The claim is in the sum of $1,774.20 and is for materials used in connection with State Highway Contract No. 1211, which was awarded to C. E. Silbaugh for the grading of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County.

This information is given you as you appear as surety on the contractor's bond in this instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

cc C. E. Silbaugh,
Burns, Oregon

BRONAUGH, HAMILTON, BYNON & BRONAUGH
ATTORNEYS AND COUNSELORS AT LAW
SUITE 1430 AMERICAN BANK BUILDING
PORTLAND, OREGON

EARL C. BRONAUGH
RALPH S. HAMILTON
ALLAN A. BYNON
EARL C. BRONAUGH, JR.
ALVA W. PERSON, JR.

RECEIVED
APR 1932

April 13, 1932.

Oregon State Highway Commission,

Salem, Oregon.

Re-C. E. Silbaugh contract, Central Oregon Highway:

Gentlemen:

We enclose affidavit made by Jno. S. Beall in behalf of Beall Pipe and Tank Corporation.

In substance the affidavit sets forth the fact that Beall Pipe and Tank Corporation sold corrugated iron culvert pipe to C. E. Silbaugh for use on the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, Oregon. That the total amount of the account was $4,362.35. That there remains a balance of $1,774.90, with interest at six per cent. per annum. That this amount yet remains due, owing and unpaid.

In behalf of Beall Pipe and Tank Corporation we desire a certified copy of the contract and bond under which Mr. Silbaugh operated in this work for the State.

Very truly yours,

Ralph S. Hamilton

BRONAUGH, HAMILTON, BYNON & BRONAUGH.

RSH EB

P. S. Enclosed herewith also is copy of notice in connection with the above claim.
Ralph S. Hamilton

NOTICE IS HEREBY GIVEN that, the undersigned, Beall Pipe and Tank Corporation, has a claim for corrugated iron culvert pipe in the sum of $1,774.90, with interest at the rate of six per cent. per annum upon the total purchase price of $4,362.35, and remaining balances thereof after deducting payments or credits.

Said pipe was furnished unto C. E. Silbaugh as contractor for the construction of a certain section of the Central Oregon Highway in Harney County, Oregon, known as the Silver Creek-Sage Hen Hill Section thereof. Claim is made against the bond taken from the said C. E. Silbaugh, contractor and principal in said bond, and Union Indemnity Company, the surety thereon, for the purchase price owing and unpaid to claimant on account of the materials furnished by it for use and actually used in the prosecution of the work under the above mentioned contract of the said C. E. Silbaugh.

Dated at Portland, Oregon, this 15th day of April, 1932.

BEALL PIPE AND TANK CORPORATION,

By _____
President.

STATE OF OREGON)
County of Multnomah) ss.

I, Jno. S. Beall, being first duly sworn, upon oath, say, I am the president and managing officer of Beall Pipe and Tank Corporation, and as such make this affidavit, and present this statement in its behalf.

That Beall Pipe and Tank Corporation, an Oregon corporation, furnished unto C. E. Silbaugh, corrugated iron culvert pipe for use in prosecution of the work under a certain contract for the construction of a section of the Central Oregon Highway in Harney County, Oregon, known as the Silver Creek-Sage Hen Hill Section thereof.

Said pipe was furnished on or about September 6, 1930. The total purchase price thereof is the sum of $4,362.35. That there remains due, owing and unpaid on account of the said material the sum of $1,774.90, with interest upon the varying balances of the total purchase price. That payment of said balance has not been made.

J. S. Beall

Subscribed and sworn to before me this 15th day of April, 1932.

E. C. Broderick

Notary Public for Oregon.

My commission expires April 1, 1934.

#1211
130.92
PR1489

BEALL PIPE AND TANK CORPORATION

February 1, 1932

RECEIVED

Beall Pipe and Tank Corporation,
Portland (Kenton)
Oregon.

Attention of Mr. J. S. Beall, President

Gentlemen:

Acknowledgment is made of the receipt of your letter of the 30th ult., advising us that you have a claim in the sum of $1,774.90 against C. E. Silbaugh for culverts furnished him in connection with the contract awarded to him by the State Highway Commission for the construction of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, being State Highway Contract No. 1211.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

AJ

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND [KENTON] OREGON

RECEIVED
FEB 1 1932
OREGON
STATE HIGHWAY COMMISSION

January 30th, 1932.

State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are enclosing you herewith a copy of a letter and claims that we are writing and filing with the Union Indemnity Company, Failing Building, Portland, Oregon, for $1774.90, still due us by C. E. Silbaugh for culverts we furnished him on the Silver Creek-Sage Hen Hill Section of Central Oregon Highway in Harney County, Oregon.

Will you please acknowledge receipt of this, and oblige

Yours very truly,

BEALL PIPE & TANK CORPORATION

President.

JSBeall
LM

PIPE AND TANK CORPORATION
COLUMBIA BLVD. & DENVER AVE.
PORTLAND, ORE.

January 30th, 1932.

Union Indemnity Company,
c/o Hansen & Rowland, Inc.,
Failing Building,
Portland, Oregon.

Gentlemen:

We are enclosing you herewith a statement showing a balance of $1774.90 that C. E. Silbaugh of Burns, Oregon, owes us for culvert furnished him on the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, Oregon, for which you were his bondsmen.

We are advised that this job was accepted by the State of Oregon on April 18th, 1931.

Will you proceed to protect us in this claim filed in this form? If not, please advise us by return mail so that we can file it in whatever other form is necessary.

Yours very truly,

BEALL PIPE & TANK CORPORATION

President.

JSBeall
LM

Encls.

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND (KENTON) OREGON

January 30, 1932

STATEMENT OF ACCOUNT OF C. E. SILBAUGH
BURNS, OREGON

Covering Corrugated Culvert furnished him for use on Silver Creek-Sage Hen Hill Section of Central Oregon Highway in Harney County, Oregon -

1930				
Sep. 6	Our Invoice No. 20118		$4,362.35	
Dec. 31	Credit for freight charges included in price of Culvert which were paid by C. E. Silbaugh at Burns			$ 620.36
1931				
Mar. 19	Credit for bonds of City of Burns accepted on account	$1500.00		
	Less discount on sale of bonds	120.00		1,380.00
Mar. 27	Credit of 5% discount on bal. of acct. after deducting amt. of bonds accepted			112.09
July 15	By cash on account			475.00
			$4,362.35	$2,587.45
			2,587.45	
1932				
Jan. 30	Balance due		$1,774.90	

- - - - - - - -

I hereby certify that the above is a true and complete statement of our account with C. E. Silbaugh of Burns, Oregon, for Corrugated Culvert Pipe furnished him for use on the Silver Creek-Sage Hen Hill Section of Central Oregon Highway in Harney County, Oregon.

L. B. Ashton

Bookkeeper for Beall Pipe & Tank Corporation

Portland, Oregon,
January 30, 1932

FORM 10 5-31 10M PARRISH

COPY OF INVOICE

BEALL PIPE & TANK CORPORATION

PORTLAND, (KENTON) OREGON

OUR INVOICE NO. 20118

OUR ORDER NO. 7871

YOUR ORDER 2321

DATE SHIPPED 9-6-30

F. O. B. Burns, Oregon

TERMS Net 30 days

SOLD TO C. E. Silbaugh

ADDRESS Burns, Oregon

SHIPPED TO Same

ADDRESS Same

ROUTED O. W. Freight, prepaid

CAR INITIAL AND NO. U.P. 54904 - CB&Q 91202

DATE 9-6-30

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
METAL SIGNS
METAL PRODUCTS

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

PHONE WALNUT 3171

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	Uloy Corrugated Culvert Pipe for use on Silver Creek-Sage Hen Hill Section of Central Oregon Highway in Harney County, Oregon:			
260	ft. 12" diam. 16 ga. Corrugated Culvert	260'	$ .90 ft.	$ 234.00
1044	ft. 18" diam. 14 ga. Corrugated Culvert	1044'	1.63 ft.	1701.72
270	ft. 24" diam. 14 ga. Corrugated Culvert	270'	2.12 ft.	572.40
400	ft. 30" diam. 12 ga. Corrugated Culvert	200'	3.59 ft.	1436.00
58	ft. 36" diam. 12 ga. Corrugated Culvert	58'	4.32 ft.	250.56
9	only 12" diam. Connecting Bands	9	.90 ea.	8.10
43	only 18" diam. Connecting Bands	43	1.63 ea.	70.09
9	only 24" diam. Connecting Bands	9	2.12 ea.	19.08
16	only 30" diam. Connecting Bands	16	3.50 ea.	57.44
3	only 36" diam. Connecting Bands	3	4.32 ea.	12.96
				$4362.35

- - - - - - - - - - -

I hereby certify that the above is a true and complete copy of our Invoice No. 20118 of September 6, 1930, covering Corrugated Culvert furnished C. E. Silbaugh of Burns, Oregon, for use on the Silver-Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, Oregon.

L. B. Ashton
Bookkeeper for Beall Pipe & Tank Corp.
Portland, Oregon

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

January 30, 1932

#1211
Attorney

PPP 1459

December 29, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of the 28th instant in which you inclose three certified copies of the notice of claim of Sherman J. Frank for materials furnished in the sum of $2772.07 together with interest thereon, against C. E. Silbaugh in connection with the contract for the grading of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, contract No. 1211.

We are today forwarding copies of the notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

December 29, 1931

Union Indemnity Company
Hansen & Rowland, Inc.
Failing Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim which has been filed in the office of the Secretary of State by Sherman J. Frank. Mr. Frank's claim is for materials furnished in the sum of $2772.07 together with interest thereon to Mr. C. E. Silbaugh in connection with the contract for the grading of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, contract No. 1211.

This information is given you since you appear as surety on the bond furnished by Mr. Silbaugh in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW

Inc.

cc C. E. Silbaugh
Burns, Oregon

HAL E. MOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

December 28, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of December 24, 1931, a notice of claim by Sherman J.Frank for materials furnished in the sum of $2772.07 together with interest thereon, against the bond taken from Chas. Silbaugh, principal, and Union Indemnity Company, surety, for work on the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E Moss

HM

Secretary of State.

NOTICE OF CLAIM

TO THE STATE OF OREGON, OREGON STATE HIGHWAY COMMISSION, CHAS. SILBAUGH and Union Indemnity Company - , a corporation.

NOTICE is hereby given that the undersigned SHERMAN J. FRANK has a claim for materials and supplies consisting generally of powder, dynamite, caps, fuses and like explosives and accessories in the sum of $2772.07, with interest thereon as by law provided against the bond taken from Chas. Silbaugh, an individual, of Burns, Oregon, principal of said bond, and Union Indemnity Company, a corporation, as surety for said bond, for the work of highway improvement covering the improvement of Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney Co - 10.66 miles of grading; That the State of Oregon contracted with said principal, Chas. Silbaugh on or about the 24th day of July, 1930 to do said work and said bond was furnished as by the terms of said contract and the laws of the State of Oregon provided and to insure the faithful performance of said contract as by the terms provided and by law required; that said materials were furnished, sold and delivered as aforesaid by claimant to said Chas. Silbaugh and at the special instance and request of said Silbaugh, who did receive and accept the same and said materials were furnished for, used and consumed in the performance of the work called for by said contract.

IN WITNESS WHEREOF this notice is signed and dated this 24th day of December, 1931.

SHERMAN J. FRANK

Endorsed: File No. 1077
Filed December 24, 1931
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Sherman J. Frank for materials furnished in the sum of $2772.07 together with interest thereon, against the bond taken from Chas. Silbaugh, principal, and Union Indemnity Company, surety, for work on the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County with the original notice filed in the office of the Secretary of State on December 24, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 28th day of December, A. D. 1931.

Hal E Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Sherman J. Frank for materials furnished in the sum of $2772.07 together with interest thereon, against the bond taken from Chas. Silbaugh, principal, and Union Indemnity Company, surety, for work on the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County with the original notice filed in the office of the Secretary of State on December 24, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 28th day of December, A. D. 1931.

Hal E Hoss

Secretary of State

January 29, 1932

Beall Pipe & Tank Corporation,
Kenton,
Portland, Oregon.

Attention: John S. Beall, Pres.

Gentlemen:

Receipt is acknowledged of your letter of January 28th concerning the C. K. Silbaugh contract No. 1211 for the construction of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County which was for 10.66 miles of grading.

Please be advised that this contract was completed on April 18th, 1931. The bond was furnished by the Union Indemnity Company for whom Hansen & Rowland, Inc., with offices in the Failing Building, Portland, are resident agents.

Very truly yours,
STATE HIGHWAY COMMISSION,
By
Secretary.

Dict. by J. McFarland.

#1211
Harney Co

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND [KENTON] OREGON

January 28, 1932.

RECEIVED
JAN 29 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:

In 1930, Mr. C. E. Silbaugh of Burns, Oregon, had a contract from your Department for building the Silver Creek and Sage Hen Hill Section of the Highway.

We would appreciate it if you would be kind enough to tel us at about what time he finished this contract, and who his bondsmen were on this job.

It would be quite a favor to us if you would give us this information at an early date.

Yours very truly,

BEALL PIPE & TANK CORPORATION

J. S. Beall

President.

JSBeall
LM

#1211

PR 1488

May 28, 1931

Union Indemnity Company,
Hansen & Rowland, Inc. Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1211 for the construction of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, consisting of 10.66 miles of grading, has been completed by the contractor, C. E. Silbaugh, and that final settlement will be made by the State with said contractor for work done under said contract on or after June 1st, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract and which will include the final payment will be $54,101.50. Of this amount $449.98 was for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1211
1385

May 19, 1931

Hansen & Rowland,
Failing Building,
Portland, Oregon.

Gentlemen:

In reference to notice of claim of B. E. Melvin, involving his claim against C. E. Silbaugh for work done under contract #1211, being the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, this will advise you that said claim has been fully paid by Mr. C. E. Silbaugh.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

K
J

cc Silbaugh
Burns, Ore

RECEIVED

...R.-Page ...ken Hill Section-T...1211.

Burns-Oregon,
May 18-1931.

Oregon State Highway Commission:
Salem, Oregon.
Dear Sirs:-

Having settled with Mr. O. E. Silbaugh and Mr. O. E. Baker, we are notifying you to that effect. So you will please release them from any further obligation to us. Everything is perfectly satisfactory.

Thanking you for your prompt attention to this matter, I am

Yours Very Truly
B. E. Melvin.

RECEIVED
MAY 19 1931
OREGON
STATE HIGHWAY COMMISSION

#1211
130.6

P.R. 1489

May 7, 1931

Mr. E. K. Melvin,
Burns,
Oregon.

Dear Sir:

We acknowledge receipt of your letter of the 4th inst., advising us of your claim of $51.50, against C. L. Silbaugh, to whom the Highway Commission awarded the contract for the grading of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County--State Highway Contract 1211.

In this connection with this contract, Mr. Silbaugh furnished the State with a surety bond for the protection of claims incurred against the project. This bond was written by the Union Indemnity Company, for whom Hansen & Rowland are local agents, with offices in the Failing Building at Portland, Oregon.

We offer this bond to you for the protection of your claim and would suggest that you take the matter up with the local agent. If you secure no satisfaction by so doing, then you still have recourse to action in the Courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws for 1920. A mimeographed copy of said Section is attached for your further information.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

May 7, 1931

Hansen & Rowland, Agents,
Union Indemnity Company,
Failing Building,
Portland, Oregon.

Gentlemen:

Attached hereto is a copy of a letter which we have received from Mr. B. E. Melvin, in which we are advised of his claim in the sum of $1.50, against Mr. C. E. Silbaugh for services rendered Mr. Silbaugh in connection with the contract awarded to him by the State Highway Commission for the grading of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County.

This information is given you as you appear as surety on the bond furnished Mr. Silbaugh in this instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HEW:AJ

cc B. E. Melvin

Burns-Oregon.
May 4-1931.

State Highway Commission,
Salem-Oregon-
Dear Sirs:-

There is a balance of $51.30 due me on the Silvaugh-Baker contract, on the Highway thru the Ankerman Ranch on Silver Creek- in Harney County-
Please told this amount out of their account until we get it settled at this end of the line- I have been to Mr. Baker several times to get this straightened out, and he says each time that he will come and see me about it. But so far he has failed, and I need my money. My books are open for inspection at any time. But I surely would like this matter attended to at once.

Yours Very Truly.
B. E. Melvin.

RECEIVED
MAY 7 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

#1211

FR 148 E

April 22, 1931

Mr. C. E. Silbaugh,
Burns, Oregon.

Dear Sir:

Please be advised that the time limit on your contract No. 1211 - Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, expired on April 1st, 1931.

According to our records this contract was not completed until April 18th, 1931. Will you kindly make application for an extension of time up to and including the actual date of completion so that our records will be complete. Your application must be accompanied by the written consent of your surety on the bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PR 1482

March 31, 1931

Hansen & Howland
405 Failing Building
Portland, Oregon

Attention: M. L. Gilbert

Gentlemen:

Reply is made to your letter of the 27th instant concerning contract awarded to Mr. C. E. Silbaugh for the construction of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway. Our records show that the estimate #5, for work accomplished to January 10th, was in the sum of $10,505.60. At that time the retained percentage was $3,489.80. The estimate for the work to February 10th was $6,215.71. The retained percentage remained the same as previously. The contract was completed at the time of the February 10th estimate with the exception of some cleaning up work which could not be done before weather conditions were more favorable. This cleaning would probably amount to between two and three hundred dollars.

On contract #1184 awarded to the J. W. Veak Construction Company for the surfacing of the Bend-Horse Ridge Section the final payment for this work, which was completed on December 24, 1930, was $4,624.36. Payment of this final has not yet been made. 147a

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

Contract No. 1211-- Silver Creek-Sage Hen Hill Section -

Est. #5 for work to Jan, 10th was $10,503.60 - The retained percentage at that time was $3,489.90 -

For their further information we could advise that the est for work to Feb, 10th was $6,215.71 and the retained percentage was $3,489.90 - At that time the contract only lacked $215.00 of being complete and they were waiting for favorable weather conditions to finish. Final is not in.

Contract No. 1184 - Teak - Bend-Horse Ridge surfacing - Final Est. for work to Dec, 24th which was date of completion was $4,624.36.

#1154
#1211 - Harney

Union Indemnity Company

Union Indemnity Building
New Orleans, La.

A Division of Insurance Securities Company, Inc.

HANSEN & ROWLAND, INC.

GENERAL AGENTS

WASHINGTON, OREGON, IDAHO, ALASKA

WASHINGTON BLDG., TACOMA, WASH.

PORTLAND OFFICE
405-6 FAILING BUILDING

PORTLAND, OREGON
March 27th, 1931.

Mr. H. B. Glaisyer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

RE: C. E. SILBAUGH.

I am checking up on a financial statement which Mr. Silbaugh filed with us in connection with bonds which we plan to write for him on contracts and bids.

I will appreciate it in this connection if you will give me figures as of January 15th, which is the date shown on his financial statement, showing the total amount due Mr. Silbaugh from you as of that date for the Sage-Hen contract which he held directly with the State; also will you kindly give me as of the same date the total balance due the J. W. Feak Construction Co. on the Bend Horse-Ridge job which Mr. Silbaugh was doing for Mr. Feak.

If I may have these figures, it will assist me very much indeed.

Very truly yours,

HANSEN & ROWLAND, INC.

MG:LS

By: M. L. Gilbert

ANSWERED
H. B. G.

Form 30—E-16703—2M—10-30

1-R1484

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED

Date 3-7 [redacted], 1931

Job name Silver Cr.-Sage Hen Hill — Week from ..... to .....

..... Mail address Burns

Highway Central Oregon — Telegraph or telephone address "

County Harney — Job prefix 13P6 — Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This job is complete except finishing, but the unsettled weather conditions make it impossible to estimate date of completion.

We are having snow storms, rain, & frost often enough to keep grade in unfit condition for finishing (especially on north slopes & shoulders)

This report will be the same until job is complete

(See back of this sheet for instructions and detailed information.)

Signed Jon Opdal

Title RS Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 1482

February 4, 1931

Western Road Machinery Company
220 E. Water Street
Corner E. Salmon
Portland, Oregon

Attention: Mr. L. M. Philpott

Gentlemen:

In response to your letter of February 3rd concerning the C. E. Silbaugh contract, we wish to advise that the information requested is as follows:

Contract #1211, Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County for 10.06 miles of grading. The bond in connection with this contract was furnished by the Union Indemnity Company for whom Hansen & Rowland Inc., Failing Building, Portland, Oregon are resident agents. The amount of the bond is $46,532.00. The completion date of this contract is April 1st, 1931.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:W

WESTERN ROAD MACHINERY COMPANY

INCORPORATED

ROAD BUILDING AND EARTH HANDLING MACHINERY

OFFICE AND WAREHOUSE 315 BELMONT STREET

NEW LOCATION
220 E. WATER ST.
CORNER E. SALMON

PORTLAND, OREGON

February 3, 1931

Oregon State Highway Commission
Salem, Oregon

Att'n Mr. Roy Klein

Gentlemen:

Will you kindly give us the location and name of the contract, as well as the name of the bonding company furnishing bond on work being done by C. E. Silbaugh near Bend, Oregon, for the Highway Department.

Yours very truly,

WESTERN ROAD MACHINERY COMPANY

by L. M. Philpott

LMP/H.O

LINES CARRIED IN STOCK

SMITH ENGINEERING WORKS
Telsmith—
Cone Reduction Crushers
Gyratory Primary Breakers
Portable Crushing and Screening Plants
Reduction Crushers
Portable Crushers, both Primary and Reduction
Jaw Crushers
Balanced Vibrating Screens
Belt Conveyors
Bucket Elevators
Rotary Screens
Gravel Washers
Sand Tanks
Plate Feeders
Apron Feeders
Rotary Grizzly
Bar Grizzly
Screw Washers
Quarry Plant Layouts
Gravel Plant Layouts and other Machinery for Mine, Quarry and Gravel Pits

METALWELD, INC.
Metalweld-Worthington
Portable Air Compressors

MADSEN IRON WORKS
Portable Asphalt Paving Plants
Weigh Boxes and Proportioning Plants
Asphalt Tools
Asphalt Heaters

OHIO POWER SHOVEL CO. (Subsidiary of Lima Locomotive Works)
Lima "101" Shovel, 1 yard and 1¼ yard

HUBER MANUFACTURING CO.
Huber 4 Cylinder Rollers

J. D. ADAMS COMPANY
Motor Graders
Scarifier-Graders
Road Maintainers
Road Patrols
Elevating Graders
Dump Wagons
Euclid Rotary Scrapers
Euclid Track-Wheel Dump Wagons
Euclid Automatic Wheel Scrapers

ADAMS ADJUSTABLE LEANING WHEEL GRADERS

LIMA "101"

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore. FAP 148-C

Post Office Building,
Portland, Oregon,

December 17, 1930

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

P. S. There is also enclosed one copy each of approved estimate and approved special provisions.

A4pi 8149

Form P. R. 2
State Oregon
Project No. 145, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 4

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of September, 1930

by and between the State Highway Commission of Oregon

, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of December, 1929, a project statement, which was approved by the Secretary on the 2nd day of April, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 24th day of July 1930, and approved by the Secretary on the 29th day of November, 1930, and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty-nine thousand, five hundred eighty-four and 96/100 dollars ($ 29,584.96) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

Section 6 of

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....
(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 5530+00 at the east end of Section 7 of said project in the S.W.¼ of Sec.28, T.23 S., R.27 E., W.M., and survey station 6061+26.7 at the west end of Section A of said project in the S.½ of Sec. 31, T.23 S., R.29 E., W.M., terminal points, a distance of 10.440 miles, known locally as the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, between Bend and Burns, Harney County, being Section G of Oregon Federal Aid Project No. 148, consisting of 10.433 miles of roadway and one bridge of more than 20 ft. clear span 0.007 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $46,135.54, Federal Aid $28,710.14; one bridge, approved estimate $1,405.80, Federal Aid $874.82.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of Section G of twenty-nine thousand, five hundred eighty-four and 96/100 ($29,584.96) dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-seven thousand, five hundred forty-one and 34/100 ($47,541.34) dollars, the approved total estimated cost of said project. Section G of

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____ STRICKEN OUT

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ (State or county) of _____ (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county) of **Oregon** (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—8618

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____;
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____;
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 29th day of November, 1930

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____
Acting Secretary of Agriculture.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~roadpost~~ road between survey station 5530+00 at the east end of Section F of said project in the S.W.¼ of Sec. 25, T.23 S., R.27 E., W.M., and survey station 6051+26.7 at the west end of Section A of said project in the S.½ of Sec. 31, T.23 S., R.29 E., W.M., locally known as the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, between Bend and Burns, Harney County, and designated in the records of this Department as Section G of Project No. 148, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $47,541.34 as the total estimated cost of Section G of said project, and the sum of $29,584.96 as the share of the United States, payable under said acts on account of Section G of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 29th day of November one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

C. W. Warburton
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 5—4320

136

FORM S-G-1 S-17416 5000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR 1482

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

November 21, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Received Nov 24 1930

Attention Mr. S. V. Probert.

Dear Sir:

I am sending you herewith a bill for Extra Work on the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, Contract #1211. This should have accompanied the estimate of November 10. If the voucher for this estimate has not already been made up I would like to have this bill included.

If it has been made, you can return the bill and we will send it in with the next month's estimate.

Yours very truly

C. W. Wanzer
Division Engineer

By K. N. Lytle
Div. Office Engineer

knl/c
enc.

FORM 2-C-1 E-17416 2000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR 148 B

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

November 18, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert

Dear Sir:

Reference is made to your letter of November 7th., regarding the price agreement for hauling borrow materials in connection with the grading of the Silver Creek-Sage Hen Hill Section.

You raise the question as to how the material hauled in trucks is to be measured. It is our understanding with Mr. Silbaugh that this is to be measured in excavation and we thought it was clear, as in one place on the front we say: " the price paid for this borrow shall be 22 ¢ per cubic yard measured in the borrow pits."

Mr. Silbaugh also understands that the basis of measurement which we specify in the agreement tends to lessen the quantity of side borrow as the question was brought up at the time the agreement was signed.

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Lytle
K. D. Lytle
Div. Office Engineer

kdl/c

FORM 2-C-1 5-17416 3000 7-29

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR 1482

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

November 5, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached hereto please find order for Extra Work on Contract 13 PG.

We were unable to agree on a unit price for this work and for that reason it was thought best to do it on a force account basis.

I think that Mr. Wanzer has already talked this order over with you when he was in Salem.

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Lytle
Div. Office Engineer

kdl/c
enc.

FORM S-C-1 S-17416 2000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR148

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

November 5, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We hand you herewith Price Agreement on Contract # 1211, which is grading of the Silver Creek-Sage Hen Hill section of the Central Oregon Highway.

The price of 35¢ per cubic yard mile may seem rather high but, in view of the fact that the fills are relatively shallow and in most places hauling roads will have to be built over rocky ground, we thought that the price was fair, especially as the contractor on this job had the straight overhaul price of 7 ¢ per station yard.

Yours very truly

C. W. Wanzer
Division Engineer

By
K. D. Lytle
Div. Office Engineer

kdl/c
enc.

PR 1482

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 6, 1930

Job name Silver Cr - Sagehen Hill — Week from Aug 30 to Sept 6

Mail address Burns

Highway Central Oregon — Telegraph or telephone address "

County Harney — Job prefix 13P6 — Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor started grading on west end of Project first part of week, and pouring conc. for Trestles Friday.

Party on x-sec, R.W., brides, and over-job

(See back of this sheet for instructions and detailed information.)

Signed Jno Sproul

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project 16.6 t

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project 127000

Cubic yards moved to date 1700

Miles covered by contractor's forces .....

Miles cross-sectioned 3

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 4

Contractor's average force for week 16 *men,*

9 *teams,* 1 Owen Mixer *steam shovels*

Grading work will be completed about 10 / 1 1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 1306 *Percentage* 100

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

PR 1484

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date 8-30-, 1930

Job name Silver Cr. Sage Hen Hill — Week from 8-23 to 8-30

Mail address Burns

Highway Central Oregon — Telegraph or telephone address "

County Harney — Job prefix 13PG — Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Sub-Contractor getting camp ready, and expects to start work first part of week Contractor also starting CMC for Trestles Party changed fill slopes on west end of job from 1½:1 to 3:1, staked culverts, Trestles etc.

SEP 1930

(See back of this sheet for instructions and detailed information.)

Signed Tom Opedal

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project 11.66

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project 127000

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned 3

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 4

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 13P6 *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

August 30, 1930.

Mr. H. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2900,
Portland, Oregon.

Dear Sir:

In reply to your letter of August 4th, we are supplying the following data in proof of the fact that the untreated timber structures which we propose to construct on the Silver Creek-Sage Hen Hill Section (F. A. Proj. No. 148-C) will be more economical than structures of treated timber.

1. The contract price for untreated timber in place is $60.00 per M.

2. From this price for untreated timber, the cost of treated timber can be estimated as follows:

Untreated timber	$60.00 per M.
Cost of treating (8 lb.)	32.00 " "
Extra freight account of location of treating plant	2.00 " "
Total	$94.00 " "

3. Under Eastern Oregon weather conditions, treated timber should have a life of about 25 years as compared with a life of about 15 years for untreated timber.

4. Using the above unit costs and estimated lives as a basis to work from, the annual cost of each of the two types would figure as follows:

		Untreated Timber	Treated Timber
Interest	(4.5%)	$ 2.70	$ 4.23
Maintenance	(3.5%)	2.10	- -
Maintenance	(2.5%)	- -	2.35
Renewal fund	(4.81%)	2.89	- -
" "	(2.24%)	- -	2.10
Totals		$ 7.69	$ 8.68

The above figures indicate a saving of approximately twelve per cent in favor of the untreated timber in the trestle superstructures. The saving in sub-structure would be somewhat greater for the reason that treated piling would cost more in proportion to untreated piling than treated timber would cost in proportion to untreated timber, this due to the fact that untreated piling conforming with the specifications can be obtained close to the work, whereas untreated timber conforming with the specifications must be shipped from Hood River or points even farther west. The contract price for piling is 90 cents per foot. The cost of treated piling would not be less than $1.50 per foot, and more probably about $2.00 per foot.

With the foregoing information in your hands, we assume that you will be in position to approve and forward the estimate which we submitted to you sometime ago as a basis for the project agreement.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

August 4, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:- Attention - Mr. Probert

Reference is made to Oregon Federal Aid Project Number 148-Section C, the Silver Creek - Sage Hen Hill Section of the Central Oregon Highway.

On this project there is an untreated timber trestle, and also on Section D adjoining. We have recommended these structures for Federal aid, but it is necessary that we justify the use of untreated material. If possible, we would like the difference in price of the treated and untreated material at this point, also your reasons for the use of untreated material.

We are today in receipt of the estimate to be used as the basis for project agreement. This estimate will be held -- pending reply to this letter.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

AUG 1 1930
OREGON
STATE HIGHWAY

PR#

PR 1484

August 25, 1930.

Beall Pipe & Tank Corporation,
Portland, Oregon.

Gentlemen: Attention: Mr. C. F. Beall

Receipt is acknowledged of your letter of August 21st requesting information as to the locations, lengths and sizes of corrugated iron pipe culverts to be installed on the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway.

As all bills of material are prepared by the field engineer in charge of the project concerned, your inquiry is being referred to Resident Engineer, J. A. Runge, whose address is Camp Ranch Highway Camp, Bend, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:KR
cc to J. A. Runge
cc to C. W. Wanser

PR#

August 23, 1930.

Mr. C. W. Sumner,
Division Engineer,
State Highway Department,
Bend, Oregon.

Dear Sir:

When Mr. Klein looked over the profiles for the Silver Creek-Sage Hen Hill Section, at the time that project was being worked up for advertising, he commented upon the fact that all embankments had been figured for 1½:1 slopes. It is his opinion that 3:1 slopes should be used on all embankments on that project less than 8 feet in height, unless a lack of suitable embankment material makes it necessary to use steeper slopes.

He further expressed the opinion that further consideration should be given to the position of the grade line, particularly at points where the grade line has been held high, in order to obtain long vertical curves in sags and at points where considerable savings in borrow could be effected by taking relatively small quantities of rock excavation. At his direction, a few changes in grade were made in the profiles as they were sent out to prospective bidders, and also, at his direction, we are sending a set of blueprints, under separate cover, on which we have indicated several places where further changes in grade appear practicable.

Please give the matter of grade changes on this project your personal consideration with a view to obtaining the most economical grade line consistent with our present day practice.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER
cc to J. A. Bunge,
Cap Ranch Highway Camp,
Bend, Oregon.

PRINTED

WEEKLY REPORT

August 20, 1930

Mr. C. E. Silbaugh
Burns, Oregon

Dear Sir:

We hand to you herewith a copy of the contract which was awarded to you on July 24, 1930 by the State Highway Commission for the grading of the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County.

This is for your records and files.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

PR 148 L

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date 8-9-, 1930

Job name Silver Co - Sage Hen Hill — Week from 8-2 to 8-9

Mail address Burns

Highway Central Oregon — Telegraph or telephone address "

County Harney — Job prefix 12 P6 — Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor in Portland, (think taking for-
equipment) but expected back the 12th
Party x-secting and referencing west
end of job

(See back of this sheet for instructions and detailed information.)

Signed Jas Gosdal

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project 10.66

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project 127,300

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned 1

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 4

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

SALEM
AUG 1

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 13P6 Percentage 100
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

PR 148-H

August 1, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Silver Creek-Sage Hen Hill Section, Project 148-C.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. Nash,
Asst. Office Engr.

Dict. by J. W. Nash/EE
encl.

Oregon State Highway Department

Project No. 148-C

SILVER CREEK-SACK PEN HILL SECTION

OF THE CANYON CREEK HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, August 1, 1930.

Roadway

All Required	Clearing and Grubbing			$725.40
84,000 cu. yds.	Common Embankment		$0.17	14,280.00
32,500 cu. yds.	Common Excavation		0.22	7,150.00
8,300 cu. yds.	Solid Rock Excavation		1.40	11,620.00
13,400 yds. sta.	Overhaul		0.07	938.00
27 M-FBM	Lumber and Timber		60.00	1,620.00
480 lin. ft.	Timber Piling		0.90	432.00
880 lin. ft.	12" Corr. Galv. Iron Pipe		1.40	864.00
900 lin. ft.	18" Corr. Galv. Iron Pipe		2.20	1,980.00
380 lin. ft.	24" Corr. Galv. Iron Pipe		3.15	1,197.00
300 lin. ft.	30" Corr. Galv. Iron Pipe		4.65	1,395.00
50 lin. ft.	36" Corr. Galv. Iron Pipe		5.50	275.00
		Sub-total		$ 41,963.40
		10% Engr. & Cont.		4,196.34
		Total (Roadway)		$ 46,159.74

Silver Creek Trestle, Sta. 5548

18 M-FBM	Lumber and Timber	60.00	$ 1,080.00
220 lin. ft.	Timber Piling	0.90	198.00
	Sub-total		$ 1,278.00
	10% Engr. & Cont.		127.80
	Total (Structure)		$ 1,405.80

Length of Project, gross. 10.440 miles.
Length of Silver Creek Trestle 33 feet .007 miles.
Length of Project (excluding trestle) 10.433 miles.
Cost per mile, roadway $4,422.07

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Roadway	$46,159.74	$28,710.14 (62.23%)	$17,435.40
1 Trestle	1,405.80	874.82 (62.23%)	530.98
	$47,541.54	$29,584.96	$17,956.38

State funds for construction: Chapter 178, Laws 1917: Chapter 31, Laws 1930.
State funds for maintenance: Chapter 41, Laws 1927.

FORM 3-C-1 E-16648 1M 5-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR1488

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

July 21, 1930.

RECEIVED
JUL 22 1930
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith enclosed please find Division Engineer's Estimate of Cost for Grading the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway.

Yours very truly

C. W. Wanzer
Division Engineer

By
H. N. Hackett
Div. Office Engineer

hnh/c
dnc.

July 21, 1930.

Division Engineer's

Estimate of Cost for

Grading

Silver-Creek - Sage Hen Hill Section

Based on quantities as called for in proposal.

1.	Clearing & Grubbing		Lump Sum			$1000.00
2.	Common Embankment -	84,000	Cu. Yds.	@	.22 1/2	18900.00
3.	Common Excavation	25,000	" "	@	.25	8750.00
4.	Solid Rock Excav.	8,300	" "	@	1.30	10790.00
5.	Overhaul	15,000	Sta. Yds.	@	.05	750.00
6.	Lumber & Timber	80	M.F.B.M.	@	90.00	7200.00
7.	Timber Piling	1,200	lin. ft.	@	1.00	1200.00
						48590.00
8.	12" Conc. Culvert pipe	320	" "	@	1.25	400.00
9.	18 " " " "	900	" "	@	2.25	2025.00
10.	24" " " "	380	" "	@	3.25	1235.00
11.	30" " " "	280	" "	@	5.00	1400.00
12.	36" " " "	50	" "	@	6.00	300.00
13.	12" Corr. Iron	320	" "	@	1.40	448.00
14.	18" " "	900	" "	@	2.25	2025.00
15.	24" " "	380	" "	@	3.25	1235.00
16.	30" " "	280	" "	@	4.50	1260.00
17.	36" " "	50	" "	@	5.50	275.00

Estimated Cost (Concrete Pipe) 53950.00

" " (Corrugated Iron Pipe) 53833.00

PR.148H

July 18, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 2900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate to accompany the plans for the Silver Creek-Sage Hen Hill Section, Project No. 148-C. These are revised copies and are to replace those previously sent. Five blueprint copies of sheets 2 and 21 are being sent under separate cover. Please substitute these sheets for the ones in the plans which were previously sent.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Munh/er.
encl.

Oregon State Highway Department — Project 143-C

SILVER CREEK - [illegible] OF THE HILL SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate with plans. Not as basis for Project Agreement.)

July 13, 1930.

Roadway

All Required	Clearing and Grubbing		$1,000.00
84,000 cu. yds.	Common Embankment	$0.25	21,000.00
32,500 cu. yds.	Common Excavation	0.30	9,750.00
8,300 cu. yds.	Solid Rock Excavation	1.00	8,300.00
13,400 yds. mtn.	Overhaul	0.04	536.00
27 M-FBM	Lumber and Timber	65.00	1,755.00
480 lin. ft.	Timber Piling	1.50	720.00
260 lin. ft.	12" Culvert Pipe	1.75	455.00
900 lin. ft.	18" Culvert Pipe	2.75	2,475.00
380 lin. ft.	24" Culvert Pipe	4.00	1,520.00
230 lin. ft.	30" Culvert Pipe	6.00	1,680.00
50 lin. ft.	36" Culvert Pipe	7.00	350.00
	Sub-total		$40,541.00
	10% Engr. & Cont.		4,054.10
	Total (Roadway)		$54,496.10

Silver Creek Trestle - Sta. 3543

18 M-FBM	Lumber and Timber	65.00	1,170.00
220 lin. ft.	Timber Piling	1.50	330.00
	Sub-total		1,500.00
	10% Engr. & Cont.		150.00
	Total (Trestle)		$ 1,650.00

Length of Project, gross 10.440 miles
Length of Silver Creek Trestle 38' .007 miles
Length of project (excluding trestle) 10.433 miles
Cost per mile $5,223.33

HARNEY

Item	Total Cost	Federal Aid	State Funds
Roadway	$54,496.10	$33,912.30 (62.23%)	$20,583.80
One Trestle	1,650.00	1,026.72 (62.25%)	623.21
	$56,146.10	$34,939.09	$21,206.01

PR 1482

July 15, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 5900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans, and five bid proposals for the Silver Creek-Sage Hen Hill Section, Project No. 148-C. Under separate cover, we are sending five sets of blueprint plans, and one set of original cross-sections for this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

B. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Project No. 142-C

SILVER CREEK-GLOE IRN HILL SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate with plans. Not as basis for Project Agreement)

July 15, 1930.

Roadway

All Required	Clearing and Grubbing		$1,000.00
84,000 cu. yds.	Common Embankment	$ 0.25	21,000.00
36,000 cu. yds.	Common Excavation	0.30	10,800.00
8,300 cu. yds.	Solid Rock Excavation	1.00	8,300.00
15,000 yd. sta.	Overhaul	0.04	600.00
27 M-FBM	Lumber and Timber	65.00	1,755.00
480 lin. ft.	Timber Piling	1.50	720.00
380 lin. ft.	12" Culvert Pipe	1.75	560.00
900 lin. ft.	18" Culvert Pipe	2.75	2,475.00
380 lin. ft.	24" Culvert Pipe	4.00	1,520.00
280 lin. ft.	30" Culvert Pipe	6.00	1,680.00
80 lin. ft.	36" Culvert Pipe	7.00	560.00
	Sub-total		$ 50,460.00
	10% Engr. & Cont.		5,046.00
	Total (Roadway)		$ 55,506.00

Silver Creek Trestle Sta. 5642

18.0 M-FBM	Lumber & Timber	65.00	1,170.00
280 lin. ft.	Timber Piling	1.50	420.00
	Sub-total		$ 1,500.00
	10% Engr. & Cont.		150.00
	Total (Trestle)		$ 1,650.00

Length of Project, gross	10.661 miles
Length of Silver Creek Trestle 33'	.007 miles
Length of project (excluding trestle)	10.654 miles
Cost per mile	$5,209.87

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Roadway	$55,506.00	$34,641.38 (62.23%)	$20,864.62
One Trestle	1,650.00	1,026.79 (62.23%)	623.21
	$57,156.00	$35,668.17	$21,487.83

CONTRACT #1212,
1373,

PR 56 A Tangent-Shedd, Widening 1930

1212, 1373

#1373

BR 5-6

December 22, 1932

Hartford Accident & Indemnity Company,
Jewett, Barton & Deevy, John Kern Co., Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1373 for the construction of Bituminous Macadam Project No. 12 on the Pacific and West Side Pacific Highways in Benton, Linn and Polk Counties, has been completed by the contractor, J. G. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 31, 1932.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $34,288.57 including the final payment. Of this amount $145.47 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

Form 30—3165—5M—9-32.

56-A

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 8th.1932, 193..

Job name Bit.Macadam Project No 12 *Week from* Oct 1st *to* Oct 8th

Mail address Nehalem

Highway Pacific *Telegraph or telephone address* Nehalem

County Polk-Benton-Linn *Job prefix* 2PC *Express and freight address* Wheeler

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Several days office work this week completing final estimate on this projeet.Final cannot be completed until several small remains of stock ~~pi~~ piles are cross sectioned by Tom Opedal.The estimate is all written up with supporting data and is complete except for a few of the rock items.Only a few hours will be required to complete

RECEIVED
OCT 10 1932
CONSTRUCTION ENGINEER

RECEIVED
OCT 10 1932

Day of Week	WEATHER CONDITIONS A. M.	P. M.
Sunday	Clear and smoky	
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		

NOTED
H. G. SMITH

Signed J K Scott

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be measured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 30—3165—5M—2-32.

56a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 1st 1932, 193

Job name Bit.Macadam Proj. No 12 — Week from Sept 24th to) Oct 1st

Mail address Nehalem,Ore. PO Box 2

Highway Pacific — Telegraph or telephone address Nehalem

County Polk-Benton -Linn Job prefix 2PC — Express and freight address Wheeler

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Oiling work previously completed on Units 2-3-4 .Final seal on unit No 1 finished the 27th and the dust put on on the 28th. This completes all oil work on all units.

Leveling gravel and earth shoulders on units 1 and 2 was completed Sept 30th by subcontractor,Dennis Const Co.All work has been completed on unots 1-2-3-4 except two culvert pipes in road approaches which the subcontractor did not properly install and which have to be lowered.

There are small stock piles of rock at [redacted] Monroe and Wellsdale to be remeasured before we can complete finals.Am writing Tom Opedal at Corvallis to do this.

It is expected that we can send in the final estimate by October 8th if we do not have to wait for stock pile measurements.

DIV ENGR.

ENGR.

Day of Week	WEATHER CONDITIONS A. M.	P. M.
Sunday	Clear and cool all week	
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		

RECEIVED OCT 5 - 1932

Signed [signature]

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be measured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage, necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

STENCIL NO. 124

RECEIVED
SEP 30 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore. 56-A

Post Office Building
Portland, Oregon.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

September 29, 1932.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

A4r 10670

RECEIVED
SEP 30 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon Federal Aid Project No. 56, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 10, 1931, by the Oregon State Highway Commission, and on June 25, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 56, Section A; and

WHEREAS, the plans and specifications previously approved for said Section A provided for 2.17 miles of roadway widening and gravel shoulders, in Linn County, for which the estimate approved was $31,399.50, and $19,539.90 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $31,520.14, and voucher in the sum of $19,539.90 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section A and a revision of the plans, specifications and estimate approved therefor to provide for widening and resurfacing existing pavement over its entire

length, at an estimated cost of $9,372.44; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $31,520.14 to $40,892.58, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $19,539.90 to $25,372.36;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twenty-five thousand, three hundred seventy-two and 36/100 dollars ($25,372.36) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (b) to read:

> "(b) By the State, for the additional work involved in the reopening of said project, from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (c) of Article III shall read:

> "(c) The Highway Department hereby agrees that, within two years after completion of

the improvement contemplated under this agreement, it will increase the roadway width of the bridge at station 469+55 to a width of not less than 20 ft."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of twenty-five thousand, three hundred seventy-two and 36/100 dollars ($25,372.36), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-thousand, eight hundred ninety-two and 58/100 dollars ($40,892.58), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 16th day of August, 1932, and the Secretary of Agriculture on the 19th day of September, 1932.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By E B Bedford
Member, State Highway Commission

By C. M. Washburn
Member, State Highway Commission.

R. H. Deering
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. 56, Section A.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 56-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ ~~40,898.86~~ in lieu of the previous actual payment of $19,539.90, as the total estimated cost of said project, and the sum of $ ~~35,373.36~~ / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 19th day of September one thousand nine hundred and Thirty-two

R. M. Evans
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

August 4, 1938.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement, covering the Tangent-Shedd Section, Project No. 56-A. For the reason that it is not intended to carry the bituminous macadam across the existing bridges on this section, this estimate has been prepared to show the quantities for the item "Preparation of Base" as 2.17 miles instead of 2.4 miles, as shown on the estimate previously submitted.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

H. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department. Project No. 56-A (Resp.)

TARGET-[illegible] SECTION OF

THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1932.

STATEMENT OF COMPLETED WORK

Agreement Estimate	$28,345.00
Engineering	1,608.76
Overruns	1,366.38
Total.....	$31,320.14
Total Cost on Which Federal Aid was Computed	$31,399.50
Federal Aid Paid (1931)	$19,539.90
Length of Project, gross	2.347 miles
7 Bridges (non-partic.) 937 ft.	.177 "
Length of Project, net	2.170 "
Cost per mile	$14,325.41
Federal Aid paid per mile	$ 9,004.56

NEW WORK - ROADWAY

Pavement Widening and Resurfacing:

2.17	miles	Preparation of Base	$120.00	$ 260.40
1,600	cu. yds.	Furnishing, Hauling and Placing Mineral Aggregate	3.60	5,760.00
100	tons	Asphalt in Place	20.00	2,000.00
25	"	Emulsified, or Cut-back Asphalt in Seal Coat	20.00	300.00
				$8,320.40
		10% Engr. & Cont.		852.04
		Total.....		$9,372.44

Cost per mile, new work $4,319.09

Federal Aid per mile allowable on new work,-

$18,669.00 - $9,004.56 = $9,664.44

SUMMARY

Item	Total Cost	Federal Aid Funds	State Funds
New Work	$ 9,372.44	$ 5,832.46	$ 3,539.98
Old Work	31,520.14	19,539.90	11,980.24
	$40,892.58	$25,372.36	$15,520.22

State funds for construction: Chap. 173, laws 1917; Chap. 31, laws 1920.

" " " maintenance: Chap. 41, laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

July 25, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are five copies of estimate dated July 16, 1932, transmitted to this office with your July 18, 1932, letter, relating to Oregon F.A.P. 56-A, Tangent-Shedd section of the Pacific Highway.

This estimate includes 2.4 miles "Preparation of Base" but it also shows "Length of Project, net 2.170 mi." Obviously, we should not pass the estimate if the pay item therein exceeds the actual length, even though such excess is comparatively minor. If, on the other hand, it is intended to include the bridges in the resurfacing, request for such inclusion should be made in order that the additional length may be included in the modification. The existing agreement specifically provides that no Federal Aid shall be paid on these bridges.

The estimate should be corrected to include only the "2.170 mi. Preparation of base," or the "Length of Project, net" should be corrected to include the bridge lengths. In any case, the cost per mile should be corrected. The figure you have shown is evidently based upon a total cost of $31,399.50 whereas the total actual cost is $31,520.14. Also, the year from which "Federal Aid Paid" is derived should be shown. This information is readily available from the quarterly tabulations which we send you.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caulfield
L. J. Caulfield
Highway Engineer

Encl.

July 18, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement, covering the Tangent-Shedd Section, Project No. 56-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

H. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EM.

encl.

Oregon State Highway Department. Project No. 56-A (Resp.)

TANGENT-CURVE SECTION OF

THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, July 16, 1932.

STATEMENT OF COMPLETED WORK

Agreement Estimate	$28,545.00
Engineering	1,608.76
Overruns	1,366.38
Total.....	$31,520.14
Total Cost on which Federal Aid was Computed	$31,399.90
Federal Aid Paid	$19,539.90
Length of Project, gross	2.347 miles
7 Bridges (non-partic.) 937 ft.	.177 "
Length of Project, net	2.170 "
Cost per mile	$14,469.81
Federal Aid paid per mile	$ 9,004.56

NEW WORK - ROADWAY

Pavement Widening and Resurfacing:

2.4	miles	Preparation of Base	$120.00	$ 288.00
1,600	cu. yds.	Furnishing, Hauling and Placing Mineral Aggregate	3.60	5,760.00
100	tons	Asphalt in Place	20.00	2,000.00
25	"	Emulsified, or Cut-back Asphalt in Seal Coat	20.00	500.00
				$8,548.00
		10% Engr. & Cont.		854.80
		Total.....		$9,402.80

Cost per mile, new work $4,333.08

Federal Aid per mile allowable on new work,-
$18,669.00 - $9,004.56 = $9,664.44

REMARK

Item	Total Cost	Federal Aid Funds	State Funds
New Work	$ 9,402.80	$ 5,851.36	$ 3,551.44
Old Work	31,520.14	19,539.92	11,980.24
	$40,922.94	$25,391.26	$15,531.68

State funds for construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920.

" " " maintenance: Chap. 41, Laws 1927.

June 15, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are inclosed six copies of estimate accompanying specifications and five bid proposals for the widening and resurfacing of the pavement on the Tangent-Shedd Section, Project No. 56-A.

Five blueprint copies of sheet No. 2 of the plans, which sheet has been revised to show the typical cross-section for the widening and resurfacing work, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/EK
Inc.

Oregon State Highway Department — Project No. 56-A (Reap.)

TANGENT-CURVE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans. Not as basis for modified agreement)

Salem, Oregon, June 15, 1932.

STATEMENT OF COMPLETED WORK

Agreement Estimate	$ 28,545.00
Engineering	1,608.76
Overruns	1,366.38
Total	$ 31,520.14
Total Cost on which Federal Aid was Computed	$ 31,399.50
Federal Aid Paid	$ 19,539.90
Length of Project, gross	2.347 miles
7 Bridges (non-partic.) 937 ft.	177 "
Length of Project, net	2.170 "
Cost per mile	$ 14,469.81
Federal Aid paid per mile	$ 9,004.56

NEW WORK - ROADWAY

Pavement Widening and Resurfacing

2.4	miles	Preparation of Base	$ 100.00	$ 240.00
1,600	cu. yds.	Furnishing, Hauling & Placing Mineral Aggregate	2.50	4,000.00
100	tons	Asphalt in Place	20.00	2,000.00
25	tons	Emulsified, or Cut-back, Asphalt in Seal Coat	19.00	475.00
				$ 6,715.00
			10% Engr. & Cont.	671.50
			Total	$ 7,386.50

Net length 2.170 miles
Cost per mile $3,403.91

Federal Aid per mile allowable on new work

$18,669.00 - $9,004.56 = $ 9,664.44

SUMMARY

Item	Total Cost	Federal Aid	State Funds
New Work	$ 7,386.50	$ 4,596.61	$ 2,789.89
Old Work	31,399.50	19,539.50	11,860.00
Totals	$38,786.00	$ 24,136.11	$14,649.89

App 10670

Form P. R. 2

State Oregon

Project No. 56, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of June, 1931

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of January, 1930, a project statement, which was approved by the Secretary on the 5th day of April, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 21st day of July 1930, and approved by the Secretary on the 25th day of June, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand, five hundred thirty-nine and 90/100

Section A of

dollars ($ 19,539.90) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ____ of ____
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ____
(State how placed under direct control of Highway Department)

*(c) ____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 406+00 on the section line between Sec. 18, T.12 S., R.3 W., W.M., and Sec. 13, T.12 S., R.4 W., W.M., and survey station 530+00 on the section line between Sec. 31. T.12 S., R.3 W., W.M., and Sec. 36, T.12 S., R.4 W., W.M. (excepting therefrom the bridges between stas. 431+99 and 432+37, stas. 434+88 and 435+64, stas. 458+80 and 462+03, stas. 467+62 and 470+53, stas. 488+84 and 489+98, stas. 502+11 and 502+68, and stas. 508+37 and 508+75) terminal points, a distance of 2.170 miles, known locally as the Tangent-Shedd Section of the Pacific Highway between Albany and Junction City, Linn County, being Section A of Oregon Federal Aid Project No. 56.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(c) The Highway Department hereby agrees that, within two years after completion of the improvement contemplated under this agreement, it will increase the pavement width over the entire project, and the roadway width of the bridge at sta. 469+55, to a width of not less than 20 ft.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of nineteen thousand, five hundred thirty-nine and 90/100 dollars ($19,539.90), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-one thousand, three hundred ninety-nine and 50/100 dollars ($31,399.50), the approved total estimated cost of Section A of said project.

A 5518

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____

(Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____ Oregon

(Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—4518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the ---------- upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: ---------- (Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the ---------- upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ---------- (Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ----------

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 25th day of June, 1931.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By ---------- Chairman, State Highway Commission
(Title of officer)

By ---------- Member, State Highway Commission
(Title of officer)

By ---------- Member, State Highway Commission
(Title of officer)

[SEAL]

By ----------
(Title of officer)

By ----------
(Title of officer)

[SEAL]

R. N. Dunlap Acting Secretary of Agriculture.

8-3518

SIMILAR

PAYMENTS

6

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ----------

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey sta. 406+00 on the section line between Sec.18, T.12 S., R.3 W., W.M., and Sec. 13, T.12 S., R.4 W., W.M., and survey sta. 530+00 on the section line between Sec. 31, T.12 S., R.3 W., W.M., and Sec. 36, T.12 S., R.4 W., W.M. (excepting therefrom the bridges between stas. 431+99 and 432+37, stas. 434+88 and 435+64, stas. 458+80 and 462+03, stas. 467+62 and 470+53, stas. 488+84 and 489+98, stas. 502+11 and 502+68, and stas. 508+37 and 508+75), locally known as the Tangent-Shedd Section of the Pacific Highway, between Albany and Junction City, Linn County, and designated in the records of this Department as Section A of Project No. 56, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 31,399.50 Section A of as the total estimated cost of said project, and the sum of $ 19,539.90 Section A of authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the ~~per cent~~ of said total estimated cost.

Done at the city of Washington, this 25th day of June one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Stine
Acting Secretary of Agriculture.

GPO 8—4920

Cms

PR 56

April 10, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

We are enclosing herewith six copies of estimate as basis for project agreement for the Tangent-Shedd Section, Project No. 58-A. We are likewise enclosing three copies of contract, one of which is certified, for this work.

With reference to the inquiry contained in the last paragraph of your letter of April 8th, please be advised that work began on this project on August 8th, 1930, and was completed October 4th, 1930. Also, the average number of men employed was 20, and the equipment consisted of six trucks and one steam shovel.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. H. Probert,
Office Engineer.

Dict. by J. W. Nash/MM.

encl.

Oregon State Highway Department — Project No. 56-A.

TANGENT-SEASIDE SECTION

OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 10, 1931.

All Required	Clearing and Grubbing		$ 1,000.00
40,000 cu. yds.	Excavation, Single Classification	$0.27	10,800.00
8,000 yd. sta.	Overhaul	0.03	240.00
5,000 yd. mi.	Truck Haul	0.30	1,500.00
9,000 cu. yds.	Gravel Shoulders	1.60	14,400.00
80 lin. ft.	12" Concrete Pipe	1.00	80.00
60 " "	30" " "	5.00	300.00
50 " "	36" " "	5.50	275.00
	Sub-total		$28,595.00
	10% Engr. & Contg.		2,854.50
	TOTAL		$31,999.50

Length of Project, Gross		2.347 miles
" " 7 non-participating bridges,	822.0 feet	.155 miles
" " Project, Net		2.192 miles

Cost per Mile: $14,270.96

Federal Aid Requested	$19,520.10	(62.22%)
State Funds Available	11,853.60	
	$31,999.50	

State funds for Construction: Chapter 175, Laws 1917; Chapter 51, Laws 1920.

" " " Maintenance: Chapter 41, Laws 1927.

PR 56a

November 28, 1950.

Mr. Earl L. McNutt,
361½ East Broadway,
Eugene, Oregon.

Dear Sir:

Reference is made to your letter of November 21st, and to a deduction of $205.80 which was made from your final estimate in connection with the regrading of the Tangent-Shedd Section of the Pacific Highway.

This deduction covered bills in the following amounts:

$66.45	$39.60
$82.15	$17.20

The bills for $39.60 and $17.20 are for rental on Russell Grader No. 122 for the period from August 26th to September 22nd inclusive, and are properly chargeable to the Tangent-Shedd work. The bills for $66.25 and $82.15 are for rental on Stockland Grader No. 139 used on the Glow Corner-Monmouth job and should have been deducted from your estimates in connection with that project.

Inasmuch as all of these items are chargeable to you, we are wondering if you can have any particular objection to the deduction being allowed to stand all against the Tangent-Shedd job. If necessary, a transfer of the deduction can be made, but that will necessitate the preparation of a revised final estimate voucher for the Tangent-Shedd work, and we would like to avoid such a revision, if possible.

For your information, we are enclosing copies of the four bills above referred to, and,in explanation of these bills, we would state that the rental rates stated are rental rates for full time, Sundays and holidays included, from the time the equipment leaves our shops until it is returned.

In case you conclude that the $66.25 and $82.15 items should be transferred, please return the final estimate vouchers which have

been sent to you and we will issue revised copies.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:MR

cc to J. C. Chapman

encl.

Gentleman:

I am dropping you a line regarding final as sent to me for contract 1212 in Linn County. I notice a deduction of $205.20 for rental on State equipment. The only state equipment on this job so far as I know was one grader, Which was brought to the job August 26th and returned to Salem September 23rd and never worked except one shift per day, And as to actual working time, Worked eighteen shifts. If there is any doubt in any bodys mind, About this, it can easily be varified, As I had a hired Best Tractor pulling the blade, And the owner operatedhis own Cat and the Cat did not work nights either at any time.

Mr.C.C.Libby who produced and hauled the gravel shoulders for me, insists that his gravel tickets show a few more yards(I believe ten) And also thirty-five yards more screenings. All of the above being very nominal items and can no doubt easily be varified.

Yours truly,

Earl L. McHutt

GC:ELM

EARL L. McNUTT

Highway Contractor

STAGE LINES, TRUCKING, TEAMING
AND GRADING

~~XXXXXXXXXXXX~~

351½-~~E~~-Broadway

Eugene, Oregon,
Nov.21,1930

State Highway Department
Salem,Oregon

Copy to J.C.Chapman
Cascadia,Oregon

Gentleman:

I am dropping you a line regarding final as sent to me for contract 1212 in Linn County. I notice a deduction of $205.20 for rental on State equipment. The only state equipment on this job so far as I know was one grader,Which was brought to the job August 26th and returned to Salem September 23rd and never worked except one shift per day,And as to actual working time, Worked eighteen shifts. If there is any doubt in any bodys mind, About this,it can easily be varified, As I had a hired Best Tractor pulling the blade, And the owner operatedhis own Cat and the Cat did not work nights either at any time.

Mr.C.C.Libby who produced and hauled the gravel shoulders for me, insists that his gravel tickets show a few more yards(I believe ten) And also thirty-five yards more screenings. All of the above being very nominal items and can no doubt easily be varified.

Yours truly,

Earl L. McNutt

GC:ELM

EQUIPMENT DEPT.

Received

P1/56a

Form 30--E-15589—2500—2-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 11, 1930, *193*

Job name Tangent - Shed Widening — *Week from* Oct. 6 *to* Oct. 11

Mail address Cascadia, Ore.

Highway ~~Linn~~ Pacific — *Telegraph or telephone address* Cascadia, Ore.

County Linn — *Job prefix* 22 PA — *Express and freight address* Lebanon, Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Crew worked on this project 5 days, Tuesday in the field remeasuring borrow ditches, and the rest of the time in the office on the final estimate. The contractor has completed this job.

NOTED
E. A. COLT.

(See back of this sheet for instructions and detailed information.)

Signed J. C. Chapman

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 2.37

Miles completed 2.37

Miles completed except finishing .....

Total cubic yards in project 40,000 exc., 9357 gravel

Cubic yards moved to date " "

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 5

Contractor's average force for week -- men,

..... teams, ... steam shovels

Grading work will be completed about Oct. 4, 1930.

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

I[illegible] will b[illegible] pleted about .....

[illegible]f [illegible]n in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 22 PA *Percentage* 85
2. ..... 22 GC *Percentage* 15
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1212
220A

PR56a

October 2, 1930

Metropolitan Casualty Insurance Co. of N. Y.
Douglas H. Tate, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information Mr. Charles M. Oppel of 11th & Burnside Streets, Portland, Oregon, to the effect that Mr. A. Pounder, sub contractor under Earl McNutt, to whom the State Highway Commission awarded the contract for the widening of the Tangent-Shedd Section of the Pacific Highway in Lane County, owes him the sum of $1312.00 for the hauling of gravel for the shoulder work along this section of highway. It seems that Mr. Oppel has been unable to secure settlement with Mr. Pounder.

This information is given you as you appear as surety on the bond furnished by Mr. McNutt in connection with this contract.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

cc Earl A. McNutt
Mr. A. Pounder

October 2, 1930

Mr. Charles M. Oppel
Corner 11th & Burnside Streets
Portland, Oregon

Dear Sir:

We acknowledge receipt of your letter of the 1st instant advising us of your claim against A. Pounder who was a sub contractor under Earl L. McNutt, to whom the State Highway Commission awarded the contract for the widening of the Tangent-Shedd Section of the Pacific Highway in Lane County.

The State Highway Department has no dealings whatever with sub contractors. It is our practice to hold the original contractor responsible for the satisfactory completion of the work and for the payment of claims incurred against the job. If you fail to secure satisfaction of your claim from Mr. Pounder then we would suggest that you take the matter up with Mr. McNutt whose address is 351½ E. Broadway Street, Eugene, Oregon.

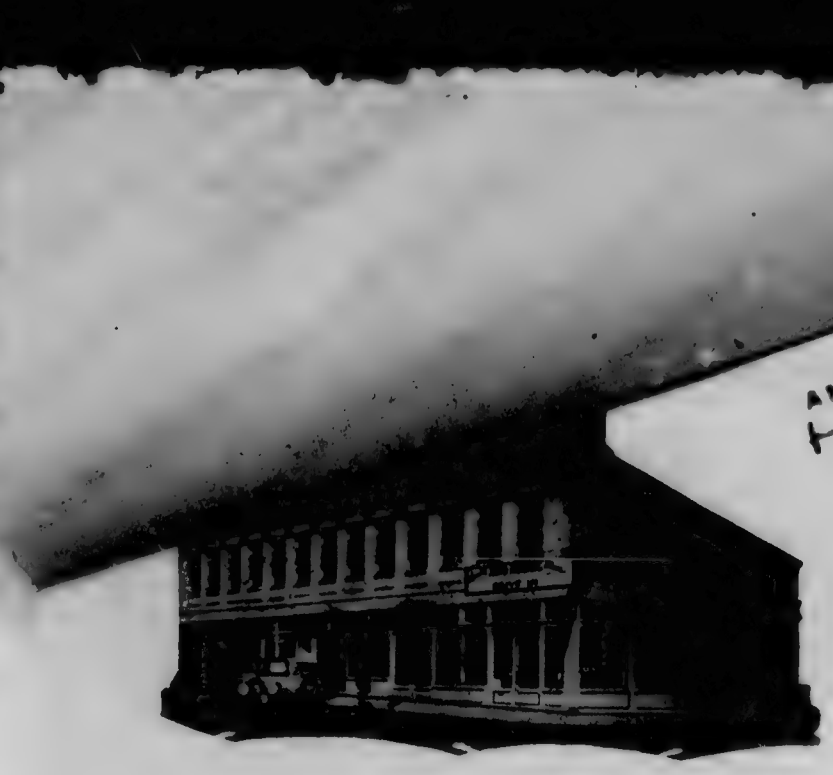
Mr. McNutt furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond is offered for your further protection and you should communicate with the bonding company in the event that you do not secure satisfaction through Mr. McNutt. The bond was written by the Metropolitan Casualty Insurance Company of New York, for whom whom Douglas R. Tate is the local agent, with offices in the Wilcox Building, Portland. Our records show that we have not yet made final settlement with Mr. McNutt for this work. We anticipate, however, that such payment will be made within the next six weeks.

Very truly yours

Roy A. Klein
State Highway Engineer

By H. B. Glaisyer
Chief Clerk

HBG:S



PPEL'S AUTO PAINTING PLEASES

ANSWERED
H. B. G.

CHAS. M. OPPEL

AUTOMOBILE PAINTING
Lacquer and Vitrolite

CORNER ELEVENTH and BURNSIDE STREETS - West Side

Telephone BRoadway 5794
PORTLAND, OREGON

Oct 1 - 1930

State Highway Commission
Salem Ore.

Gentlemen:-

Our white truck no 5 worked on the Highway job between Sangent and Shedd Ore. for A Pounder. who sub contracted the job from Mr Mc Nutt We hauld 1640 yds of gravel on the Shoulders along the highway. The contract price was 80¢ per yd amounting to 1312.00 We have not received any part of this to date

Would you let me know if a Settlement has been made with the Contractor M S Nutt by the State. If not when about When can we expect a settlement

Yours Respectfully Chas M Oppel.

over

P.S. Our truck started Hauling August 27
finished Sept 19 - 1930.

Cmo Opal.

Form 30—F-20188—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JUL 10 1932
OFFICE OF
DIVISION ENGINEER

Job name Bet. Macadam Project #12 Date July 9, 1932
Week from July 4 to July 9
Mail address Corvallis
Highway Pacific (West) Telegraph or telephone address 288W
County Polk Job prefix 56A Express and freight address Corvallis

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The crushed rock for this project is to be furnished under a sub contract by Independence Sand & Gravel Co. Crushing started July 5 & delivery July 6th Inspected rock at plant, in stock piles and a quarry on the 6th. Screens are square mesh of same diameter as specified for round screens. Told him his screens were too big and that the rock was too big for specified grade and contained too much fine for that grade. He insists that it is OK & screen is OK. On the 8th sampled stock piles and took samples to Salem 3/4-1/2 shows 26% held on 3/4 screen 1/2-1/4 shows 26% held on 1/2 screen and 27% passing through. Gravel Co notified by Inspector at my request that all rock was rejected and would be rejected until proper sizes were furnished. Also rock must be washed before crushing.

Grizzly is being installed to take out dirt & roots and should be completed Sun. night. New screen of proper size are ordered & should be on plant Monday sometime

(See back of this sheet for instructions and detailed information)

Signed J. H. Cook

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

Bit Mac'd

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Incidental

Contractor's average force for week 2 men,

Unknown teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party 1

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 162 A ..... *Percentage* 1/
2. ..... 162 A ..... *Percentage* 1/
3. ..... 1 ..... *Percentage* 98
4. ..... *Percentage* .....

GC

JT

PR 5.a

August 15, 1930

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 5900
Portland, Oregon

Dear Sir:

Reference is made again to Oregon Federal Aid Project No. 56A, Tangent-Shedd Section of the Pacific Highway, 2.4 miles of grade widening and shoulder construction and also No. 162A, Glow Corner-Monmouth Section of the West Side Pacific Highway, 2.8 miles of grade widening and gravel shoulder construction. Request is respectfully made that these projects be reconsidered for Federal Aid with conditions obligating future pavement widening eliminated.

These projects have similar characteristics. No. 56A is on the Pacific Highway on the east side of the Willamette River, while No. 162A is on the West Side Pacific Highway. Both are about midway between the larger cities and these units carry principally the through travel. The total Pacific Highway travel is split about evenly between the two branches at the intersection at Junction City. Both units are embankment sections with deep ditches on each side. The present pavement on each project is 16 feet wide with crushed rock or gravel shoulders about 2½ feet wide.

The new projects consist of grade widening to a width of 40 feet with 12 foot gravel shoulders on each side. The embankment slopes are partly 2:1 and partly 3:1. A blue print sketch of these sections is attached for ready reference. The purpose of these improvements is to eliminate the deep borrow pits which frequently fill with water, provide greater width of shoulder and flatter slopes. This construction is largely a safety measure, as the present embankment is narrow with steep slopes.

As a condition precedent to receiving Federal Aid on these projects, you have inserted a provision by which the Commission is required to pledge itself to widen this pavement to 20 feet within a

specific time. This is objectionable to the Commission because it involves an expenditure of $18,000 to $25,000 a mile at some future date (widening pavement usually requires resurfacing as well), also, because these units will not be the first in line for pavement widening in our state program. For example, under these conditions the Commission would have committed itself to widening the pavement on these minor units of less than 5 miles in advance of the widening of the 30 mile major sections of which these single units are a part, even though these units might be carrying considerably less traffic than adjacent units.

There are many hundreds of miles of 16 foot pavement in the state, many sections of which, by actual count, are carrying many times the amount of traffic which is found on these units at the present time. It may reasonably be anticipated that the pavement on sections of the main highways will be widened and resurfaced as travel requires; in fact, a widening program was commenced a few years ago and has been steadily carried forward, but the Commission wishes to be free to select these sections as conditions develop without being compelled to give precedence to a minor project merely because the grade has previously been widened as a Federal Aid project.

The two projects cited above are eligible for Federal Aid as a substantial step in stage construction and, as such, should be considered on their merits without the necessity of a commitment as to future pavement widening.

Your consideration of these facts is respectfully requested.

Very truly yours,

State Highway Engineer

RAK:HI

Form 39—E-16702—3M—5-30.

pg 56a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 5, 1930

Job name Sargent Shedd Widening — Week from July 27 to August 5

Mail address

Highway East Side Pacific

Telegraph or telephone address

County Linn — Job prefix 29F2.

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Morton and some of his Maintenance crew moved fences back on the section South of the Callapooia River.

NOTED
E. A. COLE

(See back of this sheet for instructions and detailed information.)

Signed Jas. DeFrance

Title Res. M. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 56 01

July 15, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans, and five bid proposals for the Tangent-Shedd Section, Project No. 56-A. Under separate cover, we are sending five sets of blueprint plans.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department

Project No. 56-A

TANGENT-ELMIRA SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for Project Agreement)

Salem, Oregon, July 15, 1930.

All Required	Clearing and Grubbing			$400.00
40,000 cu. yds.	Excavation, Single Classification		$0.40	16,000.00
8,000 yd. sta.	Overhaul		0.03	240.00
5,000 yd. mi.	Truck Haul		0.20	1,000.00
9,000 sq. yds.	Gravel Shoulders		1.80	16,200.00
30 lin. ft.	12" Concrete Pipe		1.50	45.00
60 lin. ft.	30" Concrete Pipe		5.00	300.00
80 lin. ft.	36" Concrete Pipe		6.00	500.00
		Sub-total- - - - - - - -		$34,685.00
		10% Engr. & Cont.- - - -		3,448.50
		Total - - - - - - - -		$37,933.50

Gross length of Project		2.347 miles
Length of 7 non-participating bridges	823.0 feet	0.155 miles
Length of project (excluding bridges)		2.192 miles
Cost per mile		$17,300.42

State Funds available	$14,337.49	
Federal Aid requested	23,606.01	(62.23%)
	$37,933.50	

Form 39--E-15589--2500--2-30.

OREGON STATE HIGHWAY DEPARTMENT

NOTED

State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date August 4, 1930, 193...

Job name Tangent - Shedd Widening. *Week from* July 28 *to* August 2

Mail address Cascadia, Ore.

Highway Pacific *Telegraph or telephone address* % C. E. Pratt

County Linn *Job prefix* 22 PA *Express and freight address* Lebanon, Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Worked entire ~~xx~~ week on this project. Set slope stakes from 462 to 520; ran base line and cross-sectioned bofrow pits at Callapooya River bridge and near south end of project; staked culverts.

Contractor McNutt started work Tuesday with two tractors and scrapersat borrow pit station 510 to 520. He had practically completed required clearing Saturday night. Talked to McNutt Friday, at which time he was debating the advisability of using a drag- line shovel on this job and moving his scrapers to the Monmouth job. He had come to no decision at that time.

NOTED

(See back of this sheet for instructions and detailed information.)

Signed J. C. Claussenius

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 2.37

Miles completed --

Miles completed except finishing --

Total cubic yards in project 40,000

Cubic yards moved to date 2,500

Miles covered by contractor's forces .....

Miles cross-sectioned 1.12

Miles cross-sections completed and checked --

Miles to be remeasured --

Number men in Engineering Party 5

Contractor's average force for week 10 *men,*

2 tractors *teams,* ..... *steam shovels*

Grading work will be completed about Sept 30, 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 22 PA *Percentage* 100

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

CONTRACT # 1213,
1249, 1262,

PR 158-A Dead Ox Flat-Weiser Spur Sec., Regrad. & Resurf. 1930

1213
1249 - 1262

CONTRACT #1214,

PR 162-A Clow Corner-Monmouth Sec., Widening 1930

1214

STENCIL NO. 124

RECEIVED
SEP 27 1932
FEDERAL POWER COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore. 162-A

Post Office Building
Portland, Oregon.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

September 26, 1932.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Agr. 10671

Oregon Federal Aid Project No. 162, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 10, 1931, by the Oregon State Highway Commission, and on June 25, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 162, Section A; and

WHEREAS, the plans and specifications previously approved for said Section A provided for 8.132 miles of roadway widening and gravel shoulders, in Polk County, for which the estimate approved was $18,327.54, and $11,405.22 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $17,806.68, and voucher in the sum of $10,354.76 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section A and a revision of the plans, specifications and estimate approved therefor to provide for widening and resurfacing the existing pavement over the entire length of the project, at an estimated cost of $8,151.00; and by

reason thereof has requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $17,206.62 to $25,357.62, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $10,354.74 to $15,427.12:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of fifteen thousand, four hundred twenty-seven and 12/100 dollars ($15,427.12) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (b) to read:

> "(b) By the State, for the additional work involved in the reopening of said project, from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (c) of Article III shall be and is hereby stricken out.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shalll be actually put into the construction of said project shall not in any event exceed the sum of fifteen thousand, four hundred twenty-seven and 12/100 dollars ($15,427.12), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-five thousand, three hundred fifty-seven and 62/100 dollars ($25,357.62), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 162-A.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 12th day of August, 1932, and the Secretary of Agriculture on the 16th day of September, 1932.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By E B Adams
Member, State Highway Commission

By C. L. Washburn
Member, State Highway Commission.

R. H. Dunlap
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. 162, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 168-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 25,357.62 in lieu of the previous actual payment of $10,354.76, as the total estimated cost of said project, and the sum of $ 15,427.12 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 16th day of September one thousand nine hundred and Thirty-two

U. S. GOVERNMENT PRINTING OFFICE: 1934 0—4826

Acting Secretary of Agriculture.

July 18, 1932.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement covering the Clow Corner-Monmouth Section, Project No. 162-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Project No. 162-A (Resp.)

[redacted] ABBOTT

[redacted] WEST SIDE PACIFIC HIGHWAY IN [redacted] COUNTY

(Estimate as basis for revised agreement. Based on low bid prices.)

Salem, Oregon, July 16, 1932.

STATEMENT OF COMPLETED WORK

Final Estimate	$15,126.82
Engineering and Contingencies	2,079.80
Total.....	$17,206.62
Total Cost on which Federal Aid was Computed.....	$16,639.50
Federal Aid Paid.....	$10,354.76
Length of Project, gross	2.140 miles
Bridge (Non-participating) 40.0 ft.	.008 miles
Length of Project, net	2.132 miles
Cost per mile.....	$7,804.64
Federal Aid paid per mile.....	$4,856.82

NEW WORK ROADWAY

Pavement Widening & Resurfacing

2.1	miles	Preparation of Base	$100.00	$ 210.00
1,400	cu. yds.	Furnishing, Haul. & Plac. Min. Aggr.	3.60	5,040.00
85	tons	Asphalt in Place	20.00	1,700.00
23	tons	Emulsified or Cut-back Asphalt in Seal Coat	20.00	460.00
				$ 7,410.00
		10% Engr. & Cont.		741.00
				$ 8,151.00

Cost per mile, new work $3,823.17

Federal Aid allowable on new work, $18,669.00 - $4,856.82 = $ 13,812.18

REMARK

Item	Total Cost	Federal Aid Funds	State Funds
New Work	$ 8,151.00	$ 5,072.36	$ 3,078.64
Old Work	17,206.62	10,354.76	6,851.86
	$25,357.62	$15,427.12	$ 9,930.50

State Funds for Construction: Chapter 173, Laws 1917: Chapter 31, Laws 1929.

State Funds for Maintenance: Chapter 41, Laws 1927.

OR 1 & 2-A

June 15, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are inclosed six copies of estimate accompanying specifications and five bid proposals for the widening and resurfacing of the pavement on the Glow Corner-Monmouth Section, Project 162-A.

Five blueprint copies of sheet No. 2 of the plans, which sheet has been revised to show the typical cross-section for the widening and resurfacing work, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EK
Inc.

Oregon State Highway Department. Project No. 162-A (Resp.)

SLOW CORNER-MONMOUTH SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN POLK COUNTY

(Estimate to accompany plans. Not as basis for modified agreement.)

Salem, Oregon, June 15, 1932.

STATEMENT OF COMPLETED WORK

Final Estimate	$15,126.82
Engineering and Contingencies	2,079.80
Total	$17,206.62

Total Cost on which Federal Aid was Computed.....	$16,639.50
Federal Aid Paid.....	$10,354.76

Length of Project, gross	2.140 miles
Bridge (Non-participating) 40.0 ft.	.008 "
Length of Project, net	2.132 "

Cost per mile	$7,804.64
Federal Aid paid per mile	$4,856.82

NEW WORK - ROADWAY

Pavement Widening and Resurfacing

2.1	miles	Preparation of Base	$100.00	$ 210.00
1,400	cu. yds.	Furn., Haul, and Place Min. Agg.	2.40	3,360.00
85	tons	Asphalt in Place	20.00	1,700.00
23	tons	Emulsified, or Cut-back Asphalt in Seal Coat	19.00	437.00
				$5,707.00
			10% Engr. & Cont.	570.70
			Total.....	$6,277.70

Net length of new work	2.132 miles
Cost per mile	$2,944.51

Federal Aid per mile allowable on new work $18,669.00 - $4,856.82 = $13,812.18

SUMMARY

Items	Total Cost	Federal Aid	State Funds
New Work	$ 6,277.70	$ 3,906.61	$ 2,371.09
Old Work	16,639.50	10,354.76	6,284.74
Totals	$22,917.20	$14,261.37	$ 8,655.83

PR 1624

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 23, 1932

RECEIVED
JUN 25 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Documents for the reopening of Oregon F.A.P. No. 162-A, Clow Corner-Monmouth section of the West Side ~~Pacific Highway~~, were forwarded on June 21, 1932, with our recommendation for approval.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer; and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is executed.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

PR 1624.

STENCIL NO. 124

RECEIVED
JUL 11 1931
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore.F.A.P. 162-A

Post Office Building,
Portland, Oregon,

July 10, 1931.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,
W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

P.S. Enclosed also are one copy each of the approved detailed estimate upon which the project agreement was based, and the approved special provisions.

Agpr 10 671

Form P. R. 2

State Oregon

Project No. 162, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—6818

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of June, 1931

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of January, 1930, a project statement, which was approved by the Secretary on the 1st day of April, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 18th day of July 1930, and approved by the Secretary on the 25th day of June, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eleven thousand, four hundred five and 22/100

dollars ($ 11,405.22) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate as approved the total Federal payments shall not exceed the Federal

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917, and Chap. 51, Laws of 1920
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....
(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 858+00, a point 28.57 ft. north of the corner common to Secs. 6 and 7, T.8 S., R.4 W., W.M., and Secs. 1 and 12, T.8 S., R.5 W., W.M. and survey station 971 +00 in the N.E.¼ of Sec. 24, T.8 S., R.5 W., W.M. (excepting therefrom the bridge between survey stations 928+02 and 928+42)

..... terminal points, a distance of 2.132 miles, known locally as the Clow Corner-Monmouth Section of the West Side Pacific Highway, between McMinnville and Corvallis, Polk County, being Section A of Oregon Federal Aid Project No. 162.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(c) The Highway Department hereby agrees that, within two years after the completion of the improvement contemplated under this agreement, it will widen the pavement on the project, to a width of not less than 20 ft.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ~~Chap. 175, Laws of 1917, and Chap. 51, Laws of 1920~~ (Include amount, date, and citation of

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eleven thousand, four hundred five and 22/100 dollars ($11,405.22), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighteen thousand, three hundred twenty-seven and 54/100 dollars ($18,327.54), the approved total estimated cost of Section A of said project.

8—5518

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals; the Highway Department on the day and year first above written and the Secretary on the 25th day of June, 1931.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By W. H. Lynch
Member, State Highway Commission
(Title of officer)

[SEAL] By C. K. Spaulding
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL] _____
Acting Secretary of Agriculture.

5818

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 858+00, a point 28.57 ft. north of the corner common to Secs. 6 and 7, T.8 S., R.4 W., W.M., and Secs. 1 and 12, T.8 S., R.5 W., W.M., and survey station 971+00 in the N.E.¼ of Sec. 24, T.8 S., R.5 W., W.M. (excepting therefrom the bridge between survey stations 928+02 and 928+42), locally known as the Clow Corner-Monmouth Section of the West Side Pacific Highway, between McMinnville and Corvallis, Polk County, and designated in the records of this Department as Section A of Project No. 162, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $18,327.54 Section A of as the total estimated cost of said project, and the sum of $11,405.22 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed authorized Federal pro rata share the [redacted] of said total estimated cost.

Done at the city of Washington, this 25th day of June one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Lenoot
Acting Secretary of Agriculture.

AGB

PR1629

July 1, 1931.

Mr. H. B. Glairyer, Secretary
Oregon State Highway Commission,
O f f i c e.

Dear Sir:

In preparing to make final settlement with the Bureau of Public Roads for federal aid in connection with the widening of the Glow Corner-Monmouth Section of the West Side Pacific Highway, we find that no time extension was granted for the overrun of about 30 days which occurred in connection with that project.

As it will be necessary that some provision for this time extension be made, we suggest that the matter be presented to the Highway Commission at its next meeting.

The Glow Corner-Monmouth contract was Contract No. 1214. The contractor was Earl McHutt of Eugene. The specified date of completion was September 30, 1930. The actual date of completion was October 29, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

pR 1624

May 16, 1931.

Wilbur, Beckett, Howell & Oppenheimer,
Attorneys at law,
Board of Trade Building,
Portland, Oregon.

Gentlemen: Attention: Mr. Oppenheimer

As requested in your letter of May 15th, we are sending to you herewith two cross-section plats, one of which shows the roadbed cross-section at Station 332 of the Glow Corner-Monmouth Section of the West Side Pacific Highway, as it existed immediately prior to the grade widening work which was recently performed on that section, and the other of which shows the roadbed cross-section at the same point immediately following the completion of the grade widening work. We are enclosing also a blueprint map showing the point at which these cross-sections were taken.

If it is necessary for you to call a witness who can swear as to the correctness of these cross-sections, we suggest that you get in touch with our Resident Engineer, Mr. I. A. De France, at Albany. The first mentioned of the two cross-sections was taken in the field by a party consisting of Messrs. Hill, Sterrett and Adams. The second of the two cross-sections was taken by a party consisting of Messrs. Smith, Mars and Moore. We presume that Mr. Hill and Mr. Smith would be the proper men to secure as witnesses. Mr. De France will probably be able to inform you as to their present whereabouts. Before appearing on the witness stand, however, these men should, of course, have an opportunity to compare the cross-section plats with their original field notes, which field notes are on file in this office.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc I. A. De France,
Albany, Oregon.

encl.

R W WILBUR
H B BECKETT
F C HOWELL
E K OPPENHEIMER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

932

May 15, 1931.

Oregon State Highway Commission,

Salem, Oregon.

Dear Mr. Probert: Attention S.H.Probert.

On April 15th you sent us a sketch showing the cross section dimensions of the West Pacific Highway at a point two miles north of Monmouth. In checking this matter up we find that we would desire a sketch showing the cross section of the road at a point approximately 400 feet south of the concrete bridge shown on the enclosed blue print which we have marked with a green pencil cross. The green mark is supposed to represent about 400 feet south of said bridge. The exact point is approximately the 6th telephone pole south of the concrete bridge on the east side of the highway.

We would appreciate very much if you would show a cross section of the highway at this point before widening and if you draw a cross section after widening, would you please cause the drawings to be made on separate sheets of paper?

We are very anxious to have this drawing some time Monday and would you please give us the name of some one in your office who was familiar with the road at the point in question so that if necessary we could call him to court to testify that the contour as shown by the cross section is correct?

Assuring you of our appreciation of your past courtesy and that which you show us in the future, we are

Very sincerely yours,

EKO/P
Enc.

WILBUR, BECKETT, HOWELL & OPPENHEIMER,
By E K Oppenheimer

P.S. Any expense in connection with this matter, we will be very pleased to pay.

April 10, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Glow Corner-Monmouth Section, Project No. 162-A. We are likewise enclosing three copies of contract, one of which is certified, for this work.

For your information for checking the item of clearing and grubbing in the estimate which is bid on a lump sum basis, please be advised that the total net length of work under this contract is 2.795 miles, and the net length of the work within the limits of the project is 2.132 miles, or 76.28 per cent of the total length.

Complying with the request contained in the last paragraph of your letter of April 8th, please be advised that the average working force consisted of ten men, and that the equipment consisted of six trucks and two caterpillar tractors, using fresnoes and a grader. Work was begun on August 10th, 1930, and completed on October 29th, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. F. Nash/er.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

April 8, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Projects No. 56-A and 162-A.

On July 24, 1930, at the bid opening, you were advised that the pavement width was not satisfactory and that the award of contract should be withheld until further advised. At the time of awarding contracts, the Commission announced that the award of contract would be withheld.

It now appears that the contracts were awarded about August 7, though we received no notice, and our first knowledge was gained when we found the actual construction under way. In the case of these two projects we will recommend the approval of the construction but this procedure cannot be permitted in the future.

Before the project agreement can be drawn it will be necessary for you to submit estimates based on contract prices, and copies of the contracts. We also desire the dates work was begun and completed on each project, also the number of men, and equipment used on each. With this information, the project agreement will be drawn containing a clause providing for additional surfacing within two years from the completion of the present improvement.

Very truly yours,

W. H. LYNCH
District Engineer

Oregon State Highway Department — Project No. 188-A

GLOE CORNER-MONMOUTH SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, April 10, 1931.

All Required	Clearing and Grubbing		$ 321.40
24,000 cu. yds.	Excavation, Single Classification	$ 0.25	6,000.00
1,900 yd. mls.	Truck Haul	0.30	570.00
7,000 cu. yds.	Gravel Shoulders	0.80	5,840.00
20 lin. ft.	12" Concrete Pipe	1.00	20.00
40 " "	18" " "	2.00	80.00
60 " "	30" " "	4.30	270.00
	Sub-total		$ 16,661.40
	10% Engr. & Cont.		1,666.14
	Total		$ 18,327.54

Length of Project, gross 2.140 miles
Length of 1 Bridge (non-part.) 40.0 ft. .008 "
Length of Project, Net 2.132 "
Cost per mile, - $8,596.40

Federal Aid Requested $11,402.22 (62.22%)

State Funds 6,925.32

$18,327.54

State funds for Construction: Chapter 173, Laws 1917; Chapter 31, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

February 25, 1931

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 5900
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of February 10, 1931, with reference to Federal Aid Projects Nos. 162-A and 56-A, the same being, respectively, the Monmouth-Clow Corner and Tangent-Shedd grade widening projects.

You suggest that either the conditions set out in your letter of September 8, 1930 be accepted or the applications for Federal Aid be withdrawn. We feel, as pointed out in our previous correspondence, that both of these projects are substantial improvements and should be approved as they stand as stage construction, without being tied in to a pledge for future pavement widening by a specified date. However, in order to dispose of these projects without further delay, but without establishing a precedent for future projects, we will agree to the inclusion in the project agreement of a clause providing that within five years the State Highway Commission will widen the present pavement by constructing bituminous macadam shoulders two feet in width on each side.

Very truly yours,

State Highway Engineer

RAK:HI

FR 162-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREG.

February 10, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence relative to Oregon Federal Aid Projects No. 162-A and 56-A, our last letter being written on September 8, 1930.

If the requirements as noted in our letter of September 8 cannot be complied with, it would seem that these projects should be withdrawn, and the Federal funds applied to other projects.

An early decision on these projects would be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

Tangent - Shedd
Monmouth - Clow Corner

Replaced by
Mon-Rickreall
1946

#1214
27PE

PR 1620

February 8, 1931

Metropolitan Casualty Insurance Co. of New York,
Douglas R. Tate, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1214 for the construction of the Clow Corner-Monmouth Section of the West Side Pacific Highway in Polk County, consisting of 2.80 miles of roadbed widening, has been completed by the contractor, Earl L. McNutt, and that final settlement will be made by the State with said contractor for work done under said contract on or after February 12th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract and which will include the final payment will be $19,403.97.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Claisyer,
Secretary.

Dict. by J. McFarland.

#1146

PR162a

December 22, 1930

Mr. MacCormac Snow
Platt Building
Portland, Oregon

Dear Sir:

We acknowledge receipt of the carbon copy of the notice of the claim of Wilkesons Tire & BatteryService Inc. against the J. W. Peak Construction Company in which they advise us of their claim in the sum of $721.25. We are today mailing this matter to the attention of the contractor and the surety on his bond. The surety in this instance is the Union Indemnity Company for whom Irving L. Webster Co. Inc. is local agent with offices in the Failing Building, Portland, Oregon.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:W

December 22, 1950

Union Indemnity Company
Irving L. Webster Co. Inc., Agents
Failing Building
Portland, Oregon

Gentlemen:

This is to inform you that we have today received a notice from MacCormac Snow, Attorney of Portland, Oregon, of the claim of the Wilkesons Tire & Battery Service Inc. against the J. W. Peak Construction Company in connection with the construction of the Barnhouse Ranch-Picture Gorge Section of the Ochoco Highway. The amount of the claim is $721.25.

This information is given you as you appear as surety on the bond furnished by the construction company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:H

cc J. W. Peak Construction Co.
304 Puyallup Avenue
Tacoma, Washington

To the Secretary of State, State of Oregon, Salem, Oregon, and

To the State Highway Commission of the State of Oregon, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned Wilkesons Tire & Battery Service Inc. has a claim for materials furnished J. W. Peak Construction Company in the sum of $721.25 against the bond taken from the said J. W. Peak Construction Company as principal and Union Indemnity Company as surety, for that certain public work of the State Highway Commission of the State of Oregon, known as the Barnhouse Ranch Picture Grove Section of the Ochoco Highway in Wheeler and Grant Counties of the State of Oregon, being projects numbered 1836 and 1146 of the State Highway Commission of Oregon, under contracts numbered 1146 of the said State Highway Commission, the exact nature of said public work being more fully described in said contracts, to which reference is hereby made.

A description of the materials furnished for said work, being "India" tires, tubes and repair materials, together with the amounts and reasonable values of the same, is attached to this notice and is made a part hereof.

IN WITNESS WHEREOF, the said Wilkesons Tire & Battery Service Inc. has caused these presents to be duly executed at Tacoma, Washington, this 15th day of December, 1930.

WILKESONS TIRE & BATTERY SERVICE INC.

By T. E. Cheney
President.

Attest:

L. E. Wilkeson
Secretary.

To the Secretary of State, State of Oregon, Salem, Oregon, and To the State Highway Commission of the State of Oregon, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned Wilkesons Tire & Battery Service Inc. has a claim for materials furnished J. W. Peak Construction Company in the sum of $731.25 against the bond taken from the said J. W. Peak Construction Company as principal and Union Indemnity Company as surety, for that certain public work of the State Highway Commission of the State of Oregon, known as the Barnhouse Ranch Picture Grove Section of the Ochoco Highway in Wheeler and Grant Counties of the State of Oregon, being projects numbered 1236 and 1146 of the State Highway Commission of Oregon, under contracts numbered 1146 of the said State Highway Commission, the exact nature of said public work being more fully described in said contracts, to which reference is hereby made.

A description of the materials furnished for said work, being "India" tires, tubes and repair materials, together with the amounts and reasonable values of the same, is attached to this notice and is made a part hereof.

IN WITNESS WHEREOF, the said Wilkesons Tire & Battery Service Inc. has caused these presents to be duly executed at Tacoma, Washington, this 15th day of December, 1930.

WILKESONS TIRE & BATTERY SERVICE INC.

By T. E. Cheney
President.

Attest:

L. E. Wilkeson
Secretary.

ANSWERED
H. B. G.

Mail Same Date
Received
Returned

PR 1620

OREGON STATE HIGHWAY DEPARTMENT

August 8, 1930			
2	750-20 H. S. truck balloon tires	$76.94	
1	525-20 Red tube	1.97	
2	450-21 Red tube	3.00	
5	450-21 Super service tires	71.72	
5	450-21 Blue tubes	10.04	
1	450-21 Regular tire	7.45	
4	450-21 Heavy service tires	39.12	
4	450-21 Red tubes	5.98	
2	525-20 Heavy service tires	25.26	
6	600-20 Heavy service truck tires	98.33	
6	600-20 Heavy service truck tubes	20.39	
1	Schaler vulcanizer	.50	
12	Round vulcanizing patches	.90	
6	6" Boots	4.50	$366.08
August 18, 1930			
4	650-20 Heavy service tires	$72.12	
4	650-20 Red tubes	11.68	
2	450-21 Super service tires	28.69	112.49
September 2, 1930			
4	34x7 Heavy service truck tires	205.44	
4	34x7 Truck tubes	25.82	231.26
September 10, 1930			
1	30x3½ D.O.S. Cl. tire	6.70	
2	30x3½ " Red tubes	2.62	
6	3½ Boots	2.10	11.42
November 18, 1930	Total		$721.25

PR 1620

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job name Clow Corner-Monmouth Widening — *Date* November 1, 1930, 193

Week from October 27 *to* Nov. 1, inc.

Highway — *Mail address*

County — *Job prefix* 27 P 3 — *Telegraph or telephone address*

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Shoulder accepted Thursday. 9425 total yardage. Final will be ready in a week or so.

RECEIVED
NOV 3 1930
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
E.A.C.

(See back of this sheet for instructions and detailed information.)

Signed H. H. Dettman

Title Res. Engr

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1214

PR162a

September 13, 1930

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of yesterday concerning Earl L. McHutt, Eugene, Oregon, contractor.

Please be advised that contract No. 1214 which is known as Clow Corner-Monmouth Section of the West Side Pacific Highway in Polk County was awarded to Mr. McHutt. The contract consists of 2.80 miles of roadbed widening. The bond in connection with this contract was furnished by the Metropolitan Casualty Insurance Company of New York for whom Douglas R. Tate, Wilcox Bldg., Portland, Oregon, is resident agent. The amount of the bond is $20,030.00. The completion date of the contract is September 30th, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

602-621 YEON BUILDING
Portland, Oregon

September 12, 1930

Oregon State Highway,
Salem, Oregon.

RECEIVED
1930
OREGON

RE: L. L. McNutt
Eugene, Oregon
Original contractor
W.C.Hill,
Rickreall, Oregon
Sub-contractor

Gentlemen:

We have been advised that Mr.L. L. McNut is doing contract work for the State of Oregon on the highway between Rickreall and Monmouth, and inasmuch as anticipate furnishing our products on this job, we will appreciate your giving us the complete description, together with the name of the bonding company and the amount of the bond.

We are enclosing herewith a stamped self addressed envelope for your convenience in replying.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Tostevin

District Manager

PR 162A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.
September 5, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of August 15 relative to the proposed construction of gravel shoulders for Oregon Federal Aid Projects 162-A and 56-A.

We have been advised that it is apparent that the existing 16' pavements are not adequate for present traffic and that the proposed work of widening gravel shoulders does not satisfy the legal requirements for adequacy. Federal participation in this construction cannot therefore be given without provision in the project agreements for pavements within a specified time.

Yours very truly,

W. M. Lynch
District Engineer

Form 89—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 3, 19[illegible]

Job name Glow Corner Monmouth — *Week from* July 27 *to* August 2

Mail address

Highway West Side Pacific — *Telegraph or telephone address*

County Polk *Job prefix* 27PE — *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

On Monday went over the project with Mr. McTutt and Mr. Smith of the Mt. States Power Co. Plans were made for moving power lines. Horton and some of his maintenance crew moved fence on this section.

Deeds have been secured from all owners except a Mr. Comstock who demands damages. A quit claim deed was secured from one owner who is purchasing a place under contract. The deed from the Union Security Co. of Salem, mergage releases and abstracts will have to be secured for some places. Survey party spent most of week setting X section stakes.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed J. Wade Frame

Title Res. Eng.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved, under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 89—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
State Highway Engineer

Date July 24, 1930, 193...

Job name Glen Corner-Monmouth Widening — *Week from* July 20 *to* July 26, inc

Mail address

Highway

Telegraph or telephone address

County ... *Job prefix* 27 P 1 — *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Little was accomplished on this project this week on account of lack of time.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed H. H. DeFrance

Title Res. Eng.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

NOTED
State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date July 19, 1930, *193*

Job name Clow Corner-Monmouth Widening *Week from* July 13 *to* July 19, inc.

Mail address

Highway *Telegraph or telephone address*

County *Job prefix* 27 P B *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Not much progress on the Right of Way this week.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed J. A. DeFrance

Title Res Eng.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

July 18, 1930.

RECEIVED
JUL 19 1930
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

The plans, specifications and estimate for Oregon F.A.P. No. 162-A, Clow Corner - Monmouth Section of the West Side Pacific Highway, are today being recommended for approval.

The estimate for this project is apparently incorrectly prepared, as it contains the quantities given in the proposal. It is our understanding that, as the contract and Federal aid project are not coincident, the contract price estimate when prepared will contain the quantities given on the summary sheet of the plans.

In accordance with phone conversation between Mr. Probert and Mr. Davis, a special clause, obligating the state to widen the concrete bridge at sta. 528+02 to 528+42, will be inserted in the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer.

PR 162a

July 15, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans, and five bid proposals for the Glow Corner-Monmouth Section, Project No. 162-A. Under separate cover, we are sending five sets of blueprint plans, and one set of original cross-sections for this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department

Project No. 162-A

CLOW CORNER-MONMOUTH SECTION

ON THE WEST SIDE PACIFIC HIGHWAY IN POLK COUNTY

(Estimate with plans. Not as basis for Project Agreement)

Page 12

Salem, Oregon, July 15, 1930.

All Required	Clearing & Grubbing			$200.00
37,000 cu. yds.	Excavation, Single Classification		$0.40	14,800.00
5,000 yd. stn.	Overhaul		0.03	150.00
2,200 yd. mi.	Truck Haul		0.25	550.00
10,000 cu. yds.	Gravel Shoulders		1.10	11,000.00
80 lin. ft.	12"	Concrete Pipe	1.00	80.00
40 lin. ft.	18"	" "	2.50	100.00
60 lin. ft.	30"	" "	5.00	300.00
		Sub-total		27,130.00
		10% Engr. & Cont.		2,713.00
		Total		$29,843.00

Correct

Length of Project, gross 2.140 miles
Length one bridge 40.0 feet .008 miles (non-participating)
Length of Project (excluding bridge) 2.132 miles
Cost per mile, roadway $13,997.65

State Funds Available	$11,271.71	
Federal Aid Requested	18,571.29	(63.2%)
	$29,843.00	

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 14, 193...

Job name Clow's Corner Monmouth Widening ... *Week from* July 7 ... *to* July 12 ...

... *Mail address* ...

Highway ... *Telegraph or telephone address* ...

County ... *Job prefix* 27[illegible] ... *Express and freight address* ...

General information covering progress of work by party and by contractor, important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Good progresshas been made on right of way purchase . Survey party will begin tracing line and setting fence stakes Monday 14th.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed A. A. De Fremery

Title Res Eng.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 6, 1930, 193....

Job name Glow Corner-Monmouth Grade Widening — *Week from* June 29 *to* July 6.

Mail address

Highway

Telegraph or telephone address

County *Job prefix* 27 P 3 — *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Pland for Monmouth job ready to turn in. Purchase of Right of Way progressing satisfactorily as fast as I can see the owners. Another week or so will finish most of it.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed H. H. DeFrance

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 1620

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 28, 1930, 193....

Job name Clow Corner-Monmouth Grade Widening — *Week from* June 22 *to* June 28, inc.

Mail address .....

Highway ..... *Telegraph or telephone address* .....

County ..... *Job prefix* 27 P E — *Express and freight address* .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Balancing of quantities about completed, and plans will be ready to turn in this week.

Have had success with right of way as fast as time would allow attention to it.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed H. L. DeFrance

Title Res Engr

OF

M

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 30--2-15569--2500--2-50.

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date June 22 1950, 193.....

Job name Glen Corner--Monmouth Grade Widening

Week from June 15 *to* June 21

Mail address .....

Highway .....

Telegraph or telephone address .....

County ..... *Job prefix* 27 P 1

Express and freight address .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

A computer in this office has worked all week on the balanceing of borrow exsavation and fills. Friday the 20th in company with Mr, Merlan and Mr. Taeberom, City Mayor and Recorder of Monmouth respectively, called on several property owners in regard to Right of Way. Purchase was made of 4.4 acres at a cost of $100 per acre plus the cost of moving fences. All we talked to appeared favorable to the project and willing to sell the Right of way needed.

NOTED
E. A. COLL[illegible]

[illegible]
DIVISION [illegible]

(See back of this sheet for instructions and detailed information.)

Signed H H DeFrance

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

CONTRACT # 1215,

PR 78 A Bridge over Myrtle Cr. 1930

1218

STENCIL NO. 124

FR 78a

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No Ore.FAP 78-A

Post Office Building
Portland, Oregon.

December 3, 1930

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By H. J. Caufield
H. J. Caufield
Highway Engineer

Encl.

P.S. Enclosed also is one copy each of approved proposal form for bridge construction, containing special provisions, and approved estimate upon which project agreement has been based.

Ap for 8084

Form P. R. 2

State Oregon

Project No. 75, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8618

Form P. R. 9

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of Sept, 1930

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 22nd day of March, 1930, a project statement, which was approved by the Secretary on the 10th day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 25th day of July 1930, and approved by the Secretary on the 22nd day of November, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of nine thousand, eight hundred sixty-five and 44/100

Section A of

dollars ($ 9,865.44) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count _____ of _____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following ~~road~~ bridge and approaches, as described in detail in said surveys, plans, and specifications:

~~Between~~ Bridge and approaches across Myrtle Creek in the town of Myrtle Creek between survey stations 482 and 489+50 terminal points, a distance of 0.142 miles, known locally as the Pacific Highway between Eugene and Grants Pass, Douglas County, being Section A of Oregon Federal Aid Project No. 75, consisting of one bridge of more than 20 ft. clear span and approaches thereto only.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the roadway approaches to the bridge embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of nine thousand, eight hundred sixty-five and 44/100 ($9,865.44) dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, eight hundred fifty-three and 20/100 ($15,853.20) dollars, the approved total estimated cost of Section A of said project.

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State (Include amount, date, and citation of act of legislature pursuant to which appropriated) Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

STRICKEN OUT

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county) (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927.**
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

_____

_____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

6—5518

STRICKEN OUT

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

terms hereof, to

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 22nd day of November, 1930.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____
Acting Secretary of Agriculture.

8—6518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~[illegible]~~ bridge and approaches across Myrtle Creek in the town of Myrtle Creek between survey stations 452 and 453+50

~~[illegible]~~ locally known as the Pacific Highway between Eugene and Grants Pass, Douglas County, and designated in the records of this Department as Section A of Project No. 78, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 15,553.20 as the total estimated cost of Section A of said project, and the sum of $ 9,565.44 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed authorized Federal pro rata share the ~~[illegible]~~ percent of said total estimated cost.

Done at the city of Washington, this 27th day of November one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. M. Klumlah
Acting Secretary of Agriculture.

326.

8—4129

GC

#1215
10 PR
PR 78a

November 25, 1930

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1215 for the construction of a bridge over Myrtle Creek in the town of Myrtle Creek on the Pacific Highway in Douglas County has been completed by the contractors, Hargreaves & Lindsay, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 5th, 1930.

The State has been advised of one claim against this contract, being that of W. W. Willis in amount of $500.00 for material furnished. You are advised that the State assumes no responsibility for this claim or any others which may be filed.

This notice is served upon you as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract and which will include the final payment will be $11,918.00. Of this amount $10.08 was for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claiborne,
Chief Clerk.

Dict. by J. McFarland.

PR 78a

November 12, 1930

W. W. Willis
Canyonville, Oregon

Dear Sir:

Your letter of the 6th instant addressed to Hal E. Hoss, Secretary of State, concerning your claim against Hargreaves & Lindsay in the sum of $500.00 for sand and gravel delivered to the highway bridge job at Myrtle Creek, Oregon, has been referred to this department.

Investigation of our records fails to disclose where we have any knowledge that your claim for $500.00 has been paid, and in so far as this department is concerned it still remains a lien against the job. This contract has not yet been completed by the contractor. At least it was not completed on October 10th which is the date of the last available record in this office. The retained percentage at that time amounted to $912.80.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Hal E. Hoss
Attention: Edith Libby

#1215
Douglas Co.

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

November 10, 1930

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

We are enclosing herewith a copy of a letter received from W. W. Willis, Canyonville, Oregon, regarding his notice of claim against Hargreaves and Lindsay for sand and gravel furnished in the sum of $500.00 for use on the Highway bridge job at Myrtle Creek, Oregon. The above notice was filed in this office on October 20, 1930.

Very truly yours,

HAL E. HOSS,

Secretary of State.

By Edith Libby

EL:EM
encs.

paid to Oct, 10 - $10,703.09
retained - $912.90

Wo 96 C/E Completion Oct, 10
Copy to Department to
be by Secy of State Oct, 21st

RECEIVED
NOV 11
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

Canyonville, Oregon
November 8, 1930.

Hal E. Hoss, Secretary of State
Salem, Oregon

Dear Sir:

Will you kindly advise me if settlement has been made of my claim against Hargreaves and Lindsay for the amount of $500.00, due me for sand and gravel delivered to the Highway Bridge job at Myrtle Creek, Oregon.

I will kindly refer you to your letter of October 20th, 1930, in this connection.

Thanking you for a prompt reply, I am

Yours very truly,

(signed) W. W. WILLIS
W. W. Willis

RECEIVED
NOV 11
OREGON
STATE HIGHWAY

ANSWERED
H. B. C.

#1215
160R
11780

October 24, 1930

Mr. George A. Mercer, Adjuster,
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of October 23rd in which you make inquiry concerning the Hargreaves & Lindsay contract for the construction of the Myrtle Creek Bridge in Douglas County.

Please be advised that the above contractors have been paid $9,178.84 to date. The retained percentage is $918.90. The estimate for work performed to October 10th is now being put in line for payment and will be in amount $1,614.17.

We have no knowledge of any claims against this contract other than the one filed by W. W. Willis.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

#1215

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON
General Agents
YEON BUILDING
GEORGE A. MERCER, Adjuster

PORTLAND, ORE.,

October 20, 1930

Oregon State Highway Commission
Salem, Oregon

Att'n. H. B. Glaisyer, Chief Clerk

Re: Contract No. 1215 - Lindsay & Hargraves.

Dear Sir:

Will you please advise us as to the status of the above contract which covers construction of a bridge over Myrtle Creek on the Pacific Highway in Douglas County. Please advise us of the payments made contractors to date, amount of retained percentage, and the names of any creditor's who have filed claims against this contract other than that of W. W. Willis.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Manty

CVM:M

Paid To Date - $7,178.14
1 - $912.90

#1215
Douglas Co.
PR 78a

October 21, 1930

Hal E. Hoss,
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 20th instant in which you inclose three copies of the notice of the claim of W. W. Willis against Hargreaves & Lindsay being in the sum of $500.00 for gravel furnished Hargreaves & Lindsay in connection with their contract for the construction of a bridge over Myrtle Creek on the Pacific Highway in Douglas County.

In compliance with your suggestion we are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer.
Chief Clerk

HBG:W

October 21, 1930

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are handing to you herewith, at the request of the Secretary of State, a copy of a notice that has been filed in his office by W. W. Willis, Canyonville, Oregon, being notice of his claim in the sum of $500.00 against Hargreaves & Lindsay for sand and gravel furnished this contractor in connection with their contract #1215 for the construction of a bridge over Myrtle Creek on the Pacific Highway in Douglas County.

This notice is sent you as you appear as surety on the bond furnished by Hargreaves & Lindsay in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

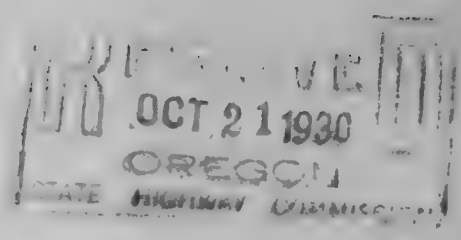
cc Hargreaves & Lindsay

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

October 20, 1930



Mr. Roy A. Klein
State Highway Commission
State Office Building.

Attention Mr. H. B. Glaisyer, Chief Clerk

Dear Sir:

We respectfully have to advise that we have received and filed as of this date a notice of claim by W. W. Willis, Canyonville, Oregon, in the sum of $500.00 against the bond taken from Hargreaves & Lindsay, principal, and Aetna Casualty & Surety Company, surety, for sand and gravel furnished in the construction of Pacific Highway bridge at Myrtle Creek, Oregon.

We are enclosing herewith a copy of this claim for your information and files together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond, and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Very truly yours,

HAL E. HOSS,

Secretary of State.

HM

By Edith Libby

ANSWERED
H. B. G.

Canyonville, Oregon

October 10, 1930.

Notice is hereby given that the undersugned W. W. Willis of Canyonville, Douglas County, Oregon, has a claim for the amount of Five Hundred dollars ($500.00), as balance due on sand and gravel against the bond taken from the Aetna Casualty & Surety Company, by Hargreaves & Lindsay, for the Pacific Highwas bridge construction job at Myrtle Creek, Oregon.

W. W. WILLIS

W. W. Willis
Canyonville, Oregon

Endorsed:
October 20, 1930
HAL E. HOSS,
Secretary of State
File No. 851

PR 78-A

September 27, 1950.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three signed copies of project agreement covering the Myrtle Creek Bridge Section, Project No. 78-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EH.

encl.

Stencil #46A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

In reply please refer to File No. Ore.F.A.P. 78-A

New Post Office Bldg.,
Portland, Oregon

Sept. 22, 1930

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith three copies of proposed Project Agreement, as amended, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By A. J. Caufield
A. J. Caufield
Highway Engineer.

Encls.

Myrtle Creek Bridge

#1215
Douglas Co

PR 78 a

September 18, 1950

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from Mr. W. W. Willis of Canyonville, Oregon to the effect that he has a claim in the sum of $1500.00 against Hargraves & Lindsay for gravel and sand furnished that company for use in connection with their contract for the construction of a bridge over Myrtle Creek on the Pacific Highway in Douglas County, State Highway Contract #1215.

This information is given you as you appear as surety on the bond furnished by Hargraves & Lindsay in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Hargraves & Lindsay
341 Minor Building
Eugene, Oregon

September 16, 1930

W. W. Willis
Canyonville, Oregon

Dear Sir:

We acknowledge receipt of your letter of the 15th instant in which you advise us of your claim in the sum of $1500.00 against Hargraves & Lindsay of Eugene being for gravel and sand furnished that company for use in connection with their contract for the construction of a bridge over Myrtle Creek on the Pacific Highway in Douglas County.

According to present expectations this job will not be completed until about October 31st. Before a contractor receives final payment he must sign a statement to the effect that all legitimate outstanding claims against the project have been paid.

For the protection of your claim there is offered to you the bond furnished by Hargraves & Lindsay in connection with this work. This bond was written by the Aetna Casualty & Surety Company for whom Bates Lively & Pearson are agents with office in the Yeon Building, Portland. Should you not secure satisfaction from Hargraves & Lindsay we would suggest that you take the matter up with the bonding company and also file a notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws a mimeographed copy of which we are inclosing for your further information.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

a/r
raves & Lind

#1215

September 15, 1930.

.le, Oregon
iber 15, 1930.

Hargraves & Lindsay
Minor Building
Eugene, Oregon

To W.W.Willis, Canyonville, Oregon

Statements. N° 40.

1930.				
Sep.	4	350½ yds. gravel @ $2.50	876.25	
		249½ yds. sand @ $2.50	623.75	
				1500.00

tatement of my account
gene, Oregon, for material
ob at Myrtle Creek, Oregon.

tlement with the subject
d job, kindly satisfy
n settled for in full.
ld I receive settlement

tind cooperation in this

ry truly,

W. W. Willis

llis
nville, Oregon

RECEIVED
SEP 17 1930
OREGON

H. B. G.

#1215

Canyonville, Oregon
September 15, 1930.

State Highway Commission
Salem, Oregon

Gentlemen:

Herewith is a copy of statement of my account against Hargraves & Lindsay of Eugene, Oregon, for material delivered by me to their bridge job at Myrtle Creek, Oregon.

Before making final settlement with the subject contractors for the above mentioned job, kindly satisfy yourselves that this claim has been settled for in full. I will advise you immediately should I receive settlement for this account.

Thanking you for your kind cooperation in this matter, I am

Yours very truly,

W. W. Willis

W. W. Willis
Canyonville, Oregon

ANSWERED
H. B. G.

FORM B-A-1 B-16857 5000 6-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

FH215

FH 78a

OREGON STATE HIGHWAY COMMISSION

SALEM

Sept. 11, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

Hargreaves & Lindsey
955 Oak Street
Eugene, Oregon.

Gentlemen:

On Aug. 29th I sent for your signature our voucher for $885.66, covering Estimate 1, Contract 1215, which had already been approved by the Commission. I called your attention to the assignment form sent to you by our Chief Clerk's office a short time before, it being understood you desired to assign this estimate No. 1.

To date the voucher has not been returned signed, nor anything heard regarding the assignment and I was wondering if the letter had gone astray in the mail or whether it was being held by you for some particular reason.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer,
Chief Clerk
Office.

FORM S-A-1 C-8779 2500 8-36

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 78a

OREGON STATE HIGHWAY COMMISSION

SALEM

Aug. 29, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

Hargreaves & Lindsey
935 Oak Street
Eugene, Oregon.

Gentlemen:

I am enclosing for your signature before a notary public our voucher for $885.66, covering Estimate 1, Contract 1215, which has already received the Commission's approval. I would call your attention to the assignment form sent by you the Chief Clerk's office the other day, it being understood you desired to assign this estimate #1. To date the form does not appear to have been returned and I am suggesting that you either send the form back, together with the written consent of the Surety Company when sending the signed voucher or else send definite advice that you are not assigning the estimate.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer, Chief Clerk
Office.

Enc.

#1215

PR78a

August 25, 1930

First National Bank of Eugene
Eugene, Oregon

Attention: R. C. Merrill
Asst. Cashier

Gentlemen:

We acknowledge receipt of your letter of the 16th instant in which you request that payment of the estimate for work done by Hargreaves & Lindsay be made direct to you, in which you inclose a statement purporting to be an assignment of this estimate.

Relative to the assignment, wish to say that the one submitted is not in proper form and can not be accepted. We have prepared an assignment to cover this particular estimate and inclose it in this letter. If you will have Hargreaves & Lindsay sign this and secure for us the written consent of the surety on the bond furnished by them in connection with this project and if they consent to the assignment without prejudice to the bond then payment will be made to you in accordance with the provisions of the assignment. If this can not be done then the only alternative is that the warrant be mailed to you upon the written request of Hargreaves & Lindsay. Perhaps that will be the simpler way to take care of it. Upon receipt of the warrant Hargreaves & Lindsay can endorse it over to you. If the assignment of claim is preferred return the inclosed form to us properly executed at your early convenience.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

THE FIRST NATIONAL BANK

EUGENE, OREGON

August 16, 1930

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We enclose a certificate from Mr. Stanley, resident bridge ~~Engineer~~ Engineer at Grants Pass, in which he states, that under the terms of contract # 1215 with Hargreaves & Lindsay the latter are entitled to receive $885.66 for work completed prior to August 12th. This memorandum has been duly assigned to us by Hargreaves & Lindsay.

We shall appreciate your making remittance to us, if that can be done under this contract; if not, please see that the check you issue to Hargreaves & Lindsay is sent to this bank, as you have done in connection with previous advances which we have made to Hargreaves & Lindsay.

Yours very truly,

R. C. Merrill
Asst. Cashier

RCM/CC

ANSWERED
H. B. C.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. B. McCULLOUGH
Bridge Engineer

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
STATE OFFICE BUILDING
SALEM

Grants Pass, Oregon.
August 12, 1930

TO WHOM IT MAY CONCERN

This is to certify that the firm of Hargreaves and Lindsay, by the prosecution of the work called for in their contract with the Oregon State Highway Commission, which same is Oregon State Highway Commission contract number one thousand two hundred fifteen (1215), are entitled, by the terms of the contract, to receive the sum of eight hundred eighty five dollars and sixty six cents ($885.66) more or less, for the work so far completed.

This will also certify that I have this date sent to the Salem office of the Commission estimate number one which calls for the above mentioned sum to be paid to the contractor.

Robert T. Stanley
Resident Bridge Engineer.

AUG 16 1930

Hargreaves & Lindsay
by D. Hargreaves

(Copy)

August 2, 1950.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three copies of Resolution No. 1, passed by the Council of the Town of Myrtle Creek. This resolution guarantees that no encroachments will be permitted which will interfere with traffic on the Myrtle Creek Bridge Section, Project 7S-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Hebert,
Office Engineer.

Dict. by J. W. Nash/sr.
encl.

(Copy)

RECEIVED
AUG 11 1930
GRANTS PASS DIV. OFFICE

Resolution No.1

Whereas, State Highway No.99 of the State of Oregon is officially routed through the Town of Myrtle Creek, Douglas County, Oregon, a municipal corporation, traversing through said town for a part of the way on Main Street of said Town; and whereas

Whereas, Said State Highway No.99 is a Federal Aid Project, and the United States Bureau of Public Roads requires a guarantee by the Town authorities that no encroachments will be permitted upon the highway of said Federal Aid Projects where a portion thereof lies within the copporate limits of cities or towns;

Therefore, Be it hereby resolved by the Common Council of the Town of Myrtle Creek, Douglas County, Oregon, that no encroachments will be permitted or allowed on that portion of Main Street of said Town from a line in the center of said Main Street at the Southeast corner of Block 7 to the site of the proposed new highway bridge over Myrtle Creek, which main Street is traversed by said State Highway No.99 of the State of Oregon, a Federal Aid Project, which will in any way interfere with the free flow of traffic on said highway through said Town.

Passed by the Common Council of the Town of Myrtle Creek, Douglas County, Oregon, this 5th day Of August, A. D., 1930.

Attest: H. P. Rice
Mayor

Chas. W. Rice Recorder.

I hereby certify the foregoing to be a true copy of the original Resolution No.1 passed by the common council of the Town of Myrtle Creek, Douglas County, Oregon, on Aug. 5, 1930 at the regular meeting of said common council.

Dated this 6th day of August A. D., 1930.

Chas. W. Rice

Town Recorder.

PR78a

August 19, 1930

Hargreaves & Lindsay
341 Miner Building
Eugene, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Myrtle Creek on the Pacific Highway in Douglas County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 7, 1930

PR# 78-A.

RECEIVED
AUG 8 1930
OREGON.
STATE HIGHWAY DEPT.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning to you under separate cover the cross-sections for Oregon F. A. P. 78-A, the Myrtle Creek Bridge approaches.

Very truly yours,

W. H. Lynch
District Engineer

By J. A. Elliott
Sr. Highway Engineer

Received Aug 9.

PR-78-A

August 5, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement for the Myrtle Creek Bridge Section, Project No. 178-A.

78-A

We are unable to furnish you with copies of the resolution from the City of Myrtle Creek, regarding right of way encroachments, for the reason that they have not been received at this time. We will, however, forward them to you as soon as possible.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. Nash,
Asst. Office Engr.

JWN/ER
encl.

Oregon State Highway Department

Project No. 70-A

MYRTLE CREEK BRIDGE SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices for structure and estimated prices for roadway approaches)

Salem, Oregon, August 4, 1930.

MYRTLE CREEK BRIDGE

100 cu. yds.	Excavation	$4.00	low bid	$400.00
10 " "	Excavation below plans	5.00	" "	50.00
280 " "	Class "A" Concrete	18.00	" "	5,040.00
112 " "	Class "B" Concrete	16.00	" "	1,792.00
65,000 lbs.	Metal Reinforcement	0.05	" "	3,250.00
248 lin. ft.	Concrete Handrail	8.00	" "	1,840.00
All Required	Remove old mill			400.00
				$ 12,172.00

Approaches

All Required	Clearing and Grubbing	Est.	60.00
3,000 cu. yds.	Excavation	0.30	1,500.00
2,300 cu. yds.	Truck Haul	0.30	690.00
			$ 2,240.00

Sub-total	$ 14,412.00
10% Engr. and Cont.	1,441.20
Total	$ 15,853.20

Length of Myrtle Creek Bridge	100 feet	.008 Miles
Length of Approaches	280 feet	.011 Miles
Length of Project	720 feet	.015 Miles

State Funds Available $6,987.76

Federal Aid Requested 8,865.44 (62.35%)

$ 15,853.20

State Funds for Construction: Chapter 175, Laws 1919, Chapter 31, Laws 1929.
State Funds for Maintenance: Chapter 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE

PR 11a

July 30, 1930.

Mr. W. E. Chandler,
Division Engineer,
State Highway Department,
Grants Pass, Oregon.

Dear Sir:

We are advised by the Bureau of Public Roads that in accordance with previous instructions it will be necessary for us to obtain, from the City Council of Myrtle Creek, a resolution to the effect that no encroachments will be permitted upon the city streets, which are included within the limits of the line revision which is to be made at the crossing of Myrtle Creek. A resolution such as the sample one enclosed will suffice.

Please attend to this matter within the next two weeks or so as the project agreement applying to the construction of the Myrtle Creek Bridge must be held up until the resolution is received.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. E. Probert,
Office Engineer.

SEP:ER
encl.

PR 78a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

July 28, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Documents for the Myrtle Creek Bridge, Oregon F.A.P. No. 78-A, are today being recommended for approval. Preparation of agreement will be deferred -- pending receipt of an estimate extended at contract prices. When submitted, the estimate should be accompanied by appropriate resolutions of the town council authorizing the state to construct and maintain the project, and also agreeing that encroachments on the right-of-way will not be permitted.

Very truly yours,

W. H. LYNCH
District Engineer.

State contract
July 29
Resos. Pas been advised

July 28, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Documents for the Myrtle Creek Bridge, Oregon F.A.P. No. 75-A, are today being recommended for approval. Preparation of agreement will be deferred -- pending receipt of an estimate extended at contract prices. When submitted, the estimate should be accompanied by appropriate resolutions of the town council authorizing the state to construct and maintain the project, and also agreeing that encroachments on the right-of-way will not be permitted.

Very truly yours,

W. H. LYNCH
District Engineer.

FF

FF-78-A

July 19, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Myrtle Creek Bridge Section, Project No. 78-A. Five sets of blueprint plans and one set of original cross-sections covering the roadway approaches are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/er.
encl.

Oregon State Highway Department — Project No. 78-A

MYRTLE CREEK BRIDGE SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, July 19, 1930.

Myrtle Creek Bridge

100 cu. yds.	Excavation	$ 4.00	$200.00
10 cu. yds.	Excavation below plans	6.00	60.00
280 cu. yds.	Class "A" Concrete	25.00	7,000.00
112 cu. yds.	Class "B" Concrete	25.00	2,800.00
65,000 lbs.	Metal Reinforcement	.065	5,070.00
268 lin. ft.	Concrete Handrail	5.00	1,340.00
All Required	Remove old mill		500.00
			$16,470.00

Approaches

All Required	Clearing and Grubbing		50.00
5,000 cu. yds.	Excavation	0.30	1,500.00
8,300 yd. mi.	Truck Haul	0.30	690.00
			$ 2,240.00

Sub-total	$18,710.00
10% Engr. and Cont.	1,771.00
Total	$19,481.00

Length of Myrtle Creek Bridge 180 feet. .002 miles
Length of Approaches 630 feet .011 miles
Length of Fill 730 feet .013 miles

State Funds available	$7,992.56
Federal Aid requested	11,488.44
	$19,481.00

FORM S-P-1 S 17193 500 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LITTLE, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. B. McCULLOUGH
BRIDGE ENGINEER

PR #

PR 78a

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
STATE OFFICE BUILDING
SALEM

July 18, 1930.

U. S. Bureau of Public Roads,
Box 8800
Portland, Oregon.

Gentlemen:

Mr. Probert has advised this office that in conversation with Mr. Davis over the phone, a request was made that this office furnish you with a statement covering our reasons for adopting the 20 degree curve location for the Myrtle Creek Bridge reconstruction and line revision.

In accordance with this request, the following is therefore submitted: The present alignment comprises two 56 degree curves (both to the left) joined by a short bridge tangent. The Douglas County Flouring Mill building located on the north bank of the creek and westerly from the present structure operates to restrict the sight distance in both directions, the entire arrangement constituting more or less of a serious traffic hazard.

Two alignment revisions were proposed in connection with the construction of a new bridge at this point; one, replacing the broken back 56 degree alignment with a simple 12 degree curve, and the other employing a 20 degree curve.

The 12 degree alignment resulted in a very bad skew crossing and expensive approach grading, and entailed an initial expense of from $15,000 to $18,000 more than in the case of the 20 degree alignment. This latter alignment cuts through the flouring mill above referred to, necessitating its complete removal. The revision will therefore provide unrestricted vision both ways, and in view of the fact that the entire project is within the city limits where traffic is protected by a speed restriction of 20 miles per hour, it was felt that the additional expenditure which the 12 degree alignment necessitated would not be justified.

In this connection it may be well to point out that the entire project is located at the southerly end of Main Street, and virtually constitutes a prolongation of this street, and this latter fact will doubtless tend to restrict traffic to a speed considerable less than that over the adjacent

highway outside the city limits.

In view of the foregoing facts, and in view of the difference in cost, this office is of the opinion that a 20 degree alignment at this particular point is better engineering than a more drastic revision.

Very truly yours,

C. H. McCULLOUGH
Bridge Engineer

CHM:AP

CC Mr. S. H. Probert

PR78a

NOTED
State Highway Engineer

Salem, Oregon,
December 6, 1929.

Mr. R. A. Klein,
State Highway Engineer,
O f f i c e.

Dear Sir:-

Pursuant to our conversation of a few days ago in regard to the bridge at Myrtle Creek, I am attaching herewith a pencil sketch showing the layout tentatively proposed. You will note that 200' of bridge is necessary and even at this length, the approach fill slopes appear to encroach too far into the stream. I think it will be necessary to make a very careful inspection on the ground to ascertain if a channel change is possible at this point. If we could straighten out this creek, we might get by with a shorter bridge.

I want to make a further investigation, but in view of the fact that you wanted to secure authorization for this project, I am handing you the attached sketch and the following estimate of cost, to-wit: $25,000.00 which will cover the 200' of structure, using a 27' roadway and two sidewalks. If we can work a channel change at this point, we may be able to cut this cost somewhat.

Very truly yours,

Bridge Engineer.

CHMcC:P

...D, CHAIRMAN
...TER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
316 OREGON BUILDING
SALEM

October 8, 1928.

Mr. R. A. Klein,
State Highway Engineer,
O f f ice.

Dear Sir:-

In reference to the Myrtle Creek Bridge for which you asked this Department to design a new sidewalk, I have been looking over the stress sheet for the same and find that the structure is very badly overstressed at the present time, even without a sidewalk. It looks as if we ought to design a new superstructure for this location, as some of the chord members are stressed nearly to the point of failure for a double truck load, in addition to a 4' sidewalk load.

The truck traffic is increasing so rapidly on the Pacific Highway and the individual loads being hauled are so heavy that I am afraid to add this amount of load to a truss which is already so badly overstressed.

On the other hand, if we built a new superstructure, it doesn't seem the part of wisdom to build it on the present alignment.

All in all, therefore, I am rather undecided as to what I ought to recommend to you. I would like to talk the matter over with you.

Very truly yours,

Bridge Engineer.

CBMcC:P

CONTRACT #1216,

SEE:

CONTRACT #1146,

8

1216 File: Contract 1145

CONTRACT # 1217

SEE:

CONTRACT # 525

52

1217 SEE: Contract 525

CONTRACT #1219,

SEE:

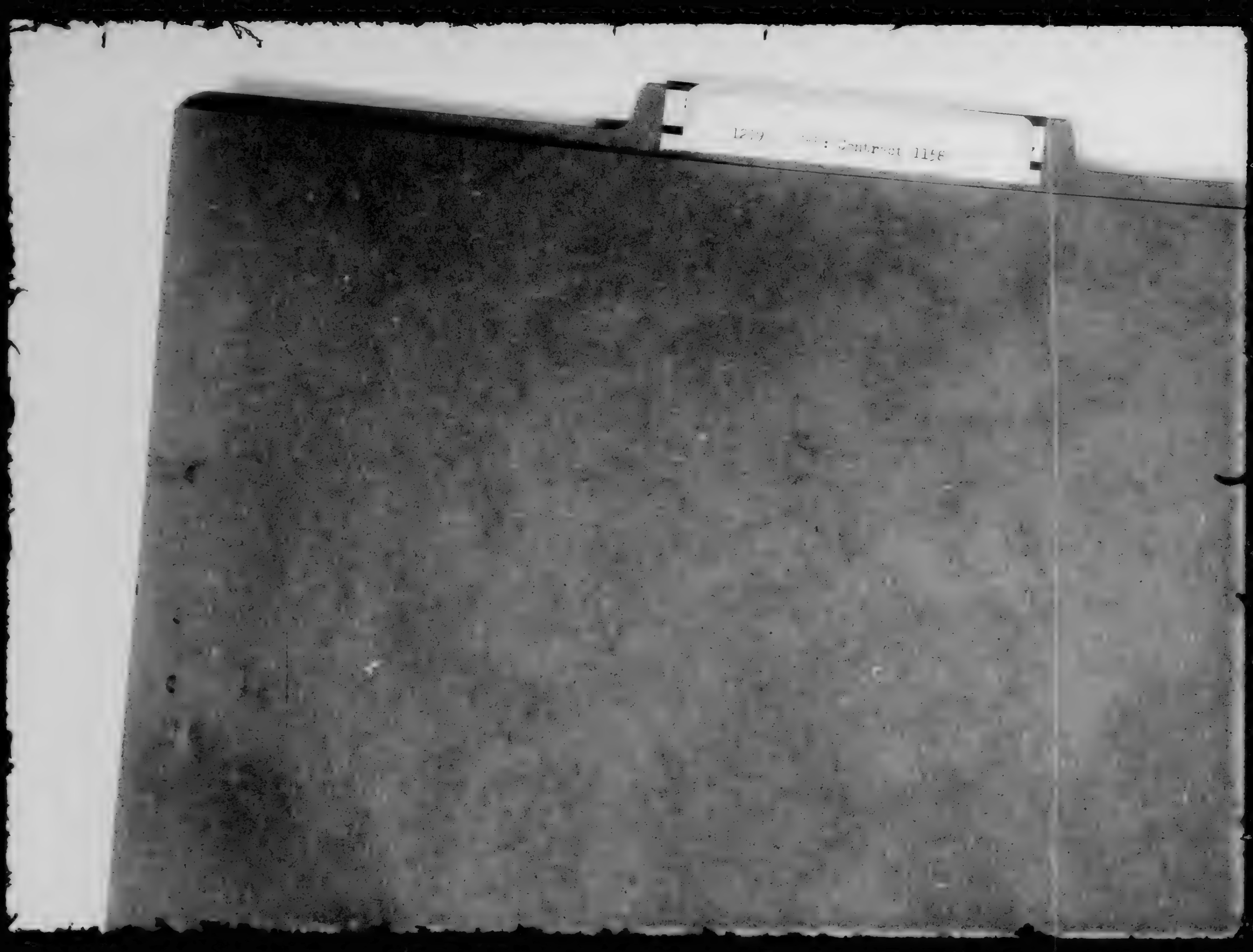
CONTRACT #1157,

1217 [illegible]: Contract 157 7

CONTRACT #1219,

SEE:

CONTRACT #1158,


Contract 1158

CONTRACT# 1224, 1225,
1226, 1295, 1374, 1507,

PR 137-A Nilchis River-Tillamook 1929

[redacted]

1224, 1225, 1226, 1298, 1374-1501

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRH 137-A

POST OFFICE BUILDING
PORTLAND, OREG.

February 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Hyp 8967

Form P. R. 2

State Oregon

Project No. FRH-137-A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of November, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 1st day of November, 1927, a project statement, which was approved by the Secretary on the 11th day of January, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 29th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

sixteen thousand, seven hundred fifty and 80/100

dollars ($16,750.80) as the share of the United States payable under said act on account of Section A of said project, which is [redacted] the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

6—5518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by [illegible]

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

CHARACTER AND METHOD OF CONSTRUCTION

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 67+75 in the SW¼, Sec. 24, T 1 S, R 10 W, W.M., and survey station 117+50 in the SW¼ Section 13, T 1 S, R 10 W, W.M. (excepting therefrom the portions between survey stations 74+03 and 76+01, 79 and 80+20, 84+00 and 104+00 and between 113+82 and 115+62)

, length 0.469 of a mile, in Tillamook County, being Section A of Oregon National Rec. Hwy. project No. NRH-137, consisting of 0.469 of a mile of roadway and no bridges, of more than 20 feet clear span, known locally as the Kilchis River-Tillamook section of the Oregon Coast Highway between official control points Astoria and Hebo.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. A.A.P. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixteen thousand, seven hundred fifty and 80/100 dollars ($16,750.80), certified to the Secretary of the Treasury as above mentioned, which is [illegible], the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

STRICKEN OUT

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No F.A.P. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 25 day of January, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By _____
Acting Chief, Bureau of Public Roads

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixteen thousand, seven hundred fifty and 80/100

dollars ($ 16,750.80), certified to the Secretary of the Treasury as above mentioned, which sums

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [redacted]-137-A State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $16,750.80 as the total estimated cost of said project, and the sum of $16,750.80 as the share of the United States, payable under said acts on account of such project, which d[redacted] is the [redacted] total estimated cost.

Done at the city of Washington, this 25 day of January one thousand nine hundred and thirty four

Secretary of Agriculture
[redacted]

By P. H. Wilson
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—4829

#1507

137-A

[redacted] 5, 1934

National Surety Corporation,
W. B. Gilham, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1507 for the construction of the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County has been completed by the contractor, A. T. Dolan, and that final settlement will be made by the State with said contractor for work done under said contract on or after February 15, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $14,847.52, including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Cost Analysis Final Report 12-11-33 137-2

Oregon Coast Highway, Kilchis River Tillamook Section, Contract 1507, Prefix 29 PE-2, Concrete Paving of sections that were omitted on original paving awaiting settlement of fills.

A.T.Dolan, Contractor

	Cost	Quantity		Unit Cost	Unit Bid	Gross Earnings
Portland Cement Conc Pave	12434.34	5556.77	Sq Yds	2.237	2.34	13002.[illegible]
Expansion Joints	134.65	688	Lin Ft	0.196	0.20	137.60
Contraction Joints	101.30	3174	Lin Ft.	0.032	0.02	63.48
Dowels	79.50	371	Dowels	0.214	0.20	74.20
Tiebars and Reinf Steel	252.41	6099	Pounds	0.041	0.06	365.95
Remove and Stock Pile Surfacing Material	439.78	1056	Cu Yds	0.465	0.75	792.05
Construct Gravel Shoulders	629.90	664	Cu.Yds	0.948	0.75	498.56
Saved 13 Bbls Cement at 3.15 Less than 1.54 Bbls per Cu yd was used) deduct						- 40.95
Total	14121.88					14893.53

Gross Earnings	$14893.53
Total Cost	14121.88
Net Profit	771.65
Net Profit equals 5.5% of cost.	

Remarks:

This job was started Sept 25 and was completed Nov 23,1933.

The Macadam surfacing material on one half width of the Roadbed was bladed out onto the shoulder. Then the subbase was prepared, the forms were placed, and a strip of concrete pavement 10' wide was laid the entire length of job. Traffic used the other half of roadbed while these operations were performed. Paving was then discontinued for seven days until pavement was hard enough to carry traffic. Extra cement for high early strength, 1.59 Bbls per Cu Yd was used on the first half width of pavement laid. Then the other half of roadbed was prepared and paved.

The surfacing gravel which was bladed from the roadbed onto the shoulder was used in the construction of shoulders alongside of the new pavement. About 250 Cu Yds additional Gravel required in the construction of shoulders was hauled from a bar in the Kilchis River; shoveled on to trucks with hand labor.

A two sack mixer was set up near the middle of the job. A pit was dug so that Ford Trucks could back under the mixer. The Mixer discharged the concrete into the truck bed, and the truck hauled the mixed concrete and dumped on the subgrade where required. The Mineral Aggregate was wheeled from the Stock Piles to the mixer in wheelbarrows.

Concrete Paving was started on Oct 7 and was completed Oct 30. 5556 Sq Yds was laid in 114½ hours or an average of 48½ Sq Yds per hour. The laying was all done by hand la bor methods.

Delays caused by waiting for mineral aggregate, mixer and scales breakdowns, rain and the inefficient help furnished by the county increased the cost.

E.H.Clymer

Cost Analysis Final Report 12-11-55

Oregon Coast Highway, Kilchis River Tillamook Section, Contract 1507, Prefix 29 PW-2, Concrete Paving and Graveling Shoulders.

A.T.Dolan, Contractor

Labor			
Labor			3222.13
Supervision (Including Dolan and Son $300.00 salary for job)			588.00
State Industrial Accident Insurance			156.86
			3966.99
Material			
Cement	1707½ Bbls	at 3.15	5378.63
Mineral Aggregate	1337 Cu Yds	at 1.87	2500.00
Expansion Joint Paper	850 Lin Ft	at 0.1346	114.01
Contraction Joint Paper	5000 " "	at 0.0148	74.00
Dowels	595	at 0.15	89.25
Tiebars and Rinf Steel	8600 Pounds	at 0.027	232.20
Bar Run Shoulder Gravel	250 Cu Yds	at 0.05	12.50
Asphalt for Joints	614 Pounds	at 0.015	9.30
			3380.29
Equipment Rental, Supplies and Misc			
Equip Rental (State Rates or Actual Rental Paid)			690.10
Gas, Oil and Grease			151.00
Bond			157.84
Cartage Moving on and off			85.00
Small Tools, Water Pipe and Fittings, Traffic Signs Etc			245.00
Lumber for Temporary Construction			71.25
Ribbons and wooden stakes at $15.00 M			243.75
Supplies and Misc			150.66
			1774.60

Total Gross Cost $14121.88

Note: In addition to the $2500.00 shown above for Min Agg, Dolan expended about $400.00 for labor and repairs on Felshau's Crusher. This $400 is included in cost as labor supplies and misc.

E.H.Clymer

#1507

37-L

December 4, 1935

National Surety Corporation,
W. B. Gilham, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to A. T. Dalan on Contract No. 1507 for the construction of the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County. This payment will be made on or after December 14, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 338—4M—9-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 25th, *193*3

Section Kilchis - Tillamook Paving Gaps — *Kind of work* Concrete paving

Highway Oregon Coast — *Section prefix* 29PK2 NRH 137-A

Contractor A.T.Dolan — *Contract number* 1507

Date of contract September 16th, *193*3 — *Date of completion* November ~~xx~~rd 30th, *193*3

Date work started September 25th, *193*3 — *Estimated date of completion* November ~~xx~~ 23rd, *193*3

Amount of contract . . . . . $ 15222.00 — *Per cent of time elapsed* %

Estimated cost of completed project, exclusive of engineering . . . . . $ 14934.48

Per cent of contract completed, based on total contract price . . . . . all %

Engineering costs to date, $ 1030.97, 7.17 % — *Date project was completed* November 23rd, *193*3

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has worked one or two men most of the week in cleaning up his plant site and pipe line etc ,which work is now all done . Mr Eason over the project on the 24th and accepted it.Final estimate turned over to Mr Eason on that date.

Final estimate $ 14934.48 or $93.52 under contract price and $702.64 under contract price plus 4% contingincies.

J.H.Scott

Resident Engineer

Nehalem,Oregon

RECEIVED
NOV 3 1933

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.45
Miles partially completed					
Miles completed					0.45
Total estimated quantities					5600 sq yds
Estimated quantities moved or placed to date					all
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					2

Percentages of men employed on contract to be secured from: Astoria Reemployment Office (Tillamook)

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM						
	Tillamook COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ... 1 truck, ... , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 19th	Rain		
Monday 20th 21	Cloudy rain		
Tuesday 9	Rain		
Wednesday 22	Fair AM Rain PM		
Thursday 23	Clear		
Friday 24	Rain AM	Fair PM	
Saturday 25	Cloudy		

F 6 F 6 137-C

October 7, 1933

Mr. A. T. Dolan
Tillamook
Oregon

Dear Sir:

We are today forwarding by express an executed copy of the contract awarded you on September 16, 1933 for the construction of the gaps on the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County. This is for your records and files.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn

137a

TELEGRAM

Nehalem, Oregon

September 26th 1933

W.H.Lynch,

District Engineer, United States Bureau of Public Roads

Post Office Bldg.

Portland, Oregon

Dolan started Contract Number 1507 Kilchis Paving, National Recovery Highway Project one thirty seven A September twenty fifth with two men

J.H.Scott

RECEIVED
SEP 26 1933
OFFICE OF

CONFIRMATION By Mail

W.H.Lynch

Salem Office 2 copies

September 21, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Kilchis River-Tillamook Section.

Project No. NHI-137-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-137-A

KILCHIS RIVER-TILLAMOOK SECTION OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 20, 1933

Portland Cement Concrete Pavement:
(Sta. 87+75 to 74+00) (Sta. 75+01 to 79+00) (Sta. 90+00 to 94+00) (Sta. 104+50 to 113+82) (Sta. 115+62 to 117+50)

5,600	sq. yds.	Portland Cement Concrete Pavement	$2.34	$ 13,104.00
700	lin. ft.	Expansion Joints	0.20	140.00
2,800	" "	Contraction Joints	0.02	56.00
340	only	Dowels	0.20	68.00
6,000	lbs.	Tie Bars & Reinforcement	0.06	360.00
1,200	cub. yds.	Removing & Stockpiling Surfacing Materials	0.75	900.00
800	" "	Construction of Gravel Roadway	0.75	600.00
		Sub-total		$ 15,228.00
		10% Engr. & Cont.		1,522.80
		Total		$ 16,750.80

Length of Roadwork 2.649 miles

Cost per mile $ 6,324.99

National Recovery Highway Funds Requested . . . . . $ 16,750.80

State Funds for Construction: Chap. 175, laws 1927, Chap. 31, laws 1933
State Funds for Maintenance: Chap. 41, laws 1927

137-1

September 19, 1933

Mr. A. T. Dolan
Tillamook, Oregon

Dear Sir:

For use in connection with the Kilchis River-Tillamook Paving job, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 118 - 8th Street, Astoria, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:ER

cc W. L. Chandler
cc J. H. Scott

Encl.

September 19, 1933

Mr. J. H. Scott
Resident Highway Engineer
Nehalem, Oregon

Dear Sir:

On the day that work is started on the A. J. Dolan Contract for paving gaps on the Kilchis River-Tillamook Section of the Oregon Coast Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract 1507, National Recovery Highway Project 137-A.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. W. E. Chandler

137-2

September 18, 1953

Mr. A. T. Dolan
Tillamook
Oregon

Dear Sir:

This letter is to inform you officially that at the meeting held on September 18, 1953 the State Highway Commission awarded to you the contract for the 2,477 lineal feet of concrete pavement on the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County, at the bid price submitted by you on that day.

You may consider this letter as your authority and our request to immediately start construction operations. The contract forms are now being prepared and will be mailed to you for execution within the next few days.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jm

August 23, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany paving specifications for the Kilchis River-Tillamook Section, Project No. [illegible]. Five bid proposals and five blueprint copies each of the typical cross-section sheet and sheet No. 5 of the plans are being sent under separate cover.

Your attention is called to a change in the station limits for the completed Type "B" pavement and the sections surfaced with gravel. In the plans which you now have, the Type "B" pavement is shown to be constructed from Sta. 37+50 to Sta. 67+00 and gravel surface to be constructed from Sta. 67+00 to Sta. 84+00. The Type "B" Pavement was actually constructed, however, to Sta. 67+75 with a corresponding reduction in the gravel surfaced section. The revised typical section sheet shows these station limits correctly.

The location of the Wilson River through bridge was changed during construction to Sta. 79+00 and Sta. 80+20. While no change was made in the length of the structure, Sheet No. 5 has been revised to show the correct location of the bridge.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery
Highway Project No. NRH 137-A

KILCHIS RIVER-TILLAMOOK SECTION OF THE

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany paving specifications. Not as basis for project agreement)

Salem, Oregon, August 23, 1933.

Portland Cement Concrete Pavement:
(Sta. 67+75 to 74+03) (Sta. 76+01 to 79+00) (Sta. 80+20 to 84+00) (Sta. 104+00 to 113+82) (Sta. 115+62 to 117+50)

5,600	sq. yds.	Portland Cement Concrete Pavement	$2.50	$14,000.00
700	lin. ft.	Expansion Joints	0.25	175.00
2,800	" "	Contraction Joints	0.06	168.00
340	ealy	Dowels	0.30	102.00
6,000	lbs.	Tie Bars and Reinforcement	0.06	360.00
1,200	cu. yds.	Removing and Stockpiling Surfacing Materials	1.00	1,200.00
800	cu. yds.	Construction of Gravel Shoulders	1.75	1,400.00
		Sub-total		$17,405.00
		10% Engr. & Cont.		1,740.50
				$19,145.50

Length of Roadwork 0.469 miles
Cost per mile $40,821.96

National Recovery Highway Funds Requested $19,145.50

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 30, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The final voucher for Oregon F.A.P. 137-A, Kilchis River-Tillamook section of the Oregon Coast Highway, will be recommended for approval in the amount of $781.19 instead of $781.91. The change in the amount is due to an error in addition on the voucher.

Other errors noted are that the voucher is to "October 5, 1933;" this, we believe, should be "October 5, 1932." The "Total Amount Claimed from U. S." column on the face of the voucher shows a total of $15,909.11. This should be $15,853.72.

Very truly yours,

W. H. LYNCH
District Engineer

1 [illegible] Bridge file 12.2

RECEIVED
MAR 31 1933
OREGON

P - 05

137-a

April 5, 1933

W. H. Lynch, District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your communication of March 30th relative to the maintenance of the unpaved gaps on the Kilchis River-Tillamook Section of the Oregon Coast Highway known as Oregon Federal Aid Project 137-A.

I was over this section last week and it had recently been bladed and was in fairly good condition. However, I am of the opinion that provided there is a disposition to reallocate more federal aid funds or make available the balances of the last appropriation that we let a contract for paving these gaps. If this is not possible I will instruct J. N. Bishop, our Maintenance Engineer, to place a temporary oil surface pending available funds for paving. I am sending Mr. Bishop a copy of this letter requesting him to give this matter his attention and to see that maintenance is kept up pending the decision of this matter.

Thanking you for calling this to my attention, I remain

Yours very truly

State Highway Engineer

RHE:MC

cc - J. N.Bishop

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 30, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The agreement for Oregon Federal Aid Project 137-A, the Kilchis River-Tillamook section of the Oregon Coast Highway, provides that the unpaved gaps shall be oiled within one year after completion. One year after completion would be October 5, 1933.

The agreement, however, contains also the customary maintenance clause. It has been reported to this office that the present condition of the unpaved gaps is very unsatisfactory for traffic in that they are so badly pot-holed that traffic must pick its way around, and at a very slow speed.

We are accordingly suggesting that such steps be taken that may be necessary to place these gaps in a satisfactory condition. If the existing surfacing cannot be satisfactorily maintained, it may be necessary to place thereon a slight additional amount of fine crushed rock.

Very truly yours,

W. H. LYNCH
District Engineer

FF1374

1374

January 19, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1374 for the construction of the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County has been completed by the contractor, Theo. Arenz, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 28th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $54,772.64 including the final payment. Of this amount $684.04 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1374
Tillamook Co
137a

November 8, 1952

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Theo. Arens on contract No. 1374 - Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County. This payment will be made on or after November 12th, 1952.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

FORM 2-A-1 4797 7800 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

134a

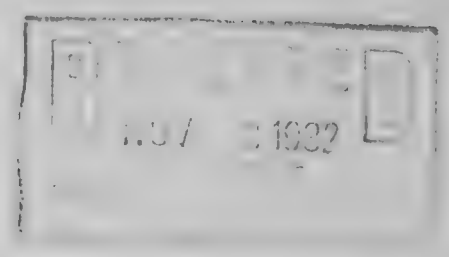
OREGON STATE HIGHWAY COMMISSION

SALEM

Corvallis, Oregon.
Nov. 1st 1932.

IN REPLY PLEASE REFER TO FILE NO.

Mr W.E. Chandler,
Division Engineer,
Salem, Oregon.



Dear Sir;

In regard to the Tillamook- Kilchis paving, the contractor apparently has not paid for the gravel he obtained from the Kilchis river on the Vaughn property. The quantity obtained is 746 cy. subject to the final check of the material receipt books in the Salem office.

The contract specifies, that contractor is to acquire the right to take gravel or sand from the Kilchis or Wilson rivers for use on this job.

Mr Fred Feldschau, a subcontractor under Theodore Arenz has an unpaid gasoline account at the Nelson Service station in Tillamook. Up to the time I left Tillamook this account was unpaid.

The Tillamook Clay Tile works also has an unpaid account for 1232 lin.feet of tile delivered on the job. 32 lin.feet were not used and are stacked at station 140 + 50.

Steinbach Iron Works for labor and material on 6' floats $20.49

These items should be kept in mind when the final estimate is paid.

Very truly yours

Resident Engineer

November 9, 1932.

Mr. Theodore Arens,
516 Guaranty Building,
Portland, Oregon.

Dear Sir:

We are informed by Mr. Eason that you desire a copy of the detailed cost statement for the state force work which was involved in the construction of oil bound sand cushion on the Tillamook-Nehalem River Project.

A copy of that statement is being enclosed herewith.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

Encl.

Form 30—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 24, 1932. *193*

Job name Tillamook, Kilchis Paving. *Week from* Oct. 16 *to* Oct 22, 1932

Mail address Tillamook, Ore.

Highway Oregon Coast 137-a *Telegraph or telephone address*

County Tillamook *Job prefix* 29PK-1. *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party in office all week on final records of this job, checking computations.

Made up monthly estimate and mailed to Salem on Thursday evening.

Mr Runyan, drafts man has some corrections in ownerships to make on the 100 foot map of the Wilson river project. Some of the ownerships which he obtained last winter from the county maps were in error and not up to date. The descriptions now have been corrected and are all written up but have not been checked .

Party is leaving Tuesday AM Oct 25th for Corvallis. Obtained truck from Salem to day with which to move office equipment.

Back of this report is same as last week.

RECEIVED OCT 25 1932

OCT 25 1932

(See back of this sheet for instructions and detailed information)

Signed D. H. Runyan

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 30—3165—5M—2-32.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 17, 1932., 193

Job name Tillamook - Kilchis River paving

Week from October 9 to October 15

Mail address Tillamook, Oregon.

Highway Oregon Coast

Telegraph or telephone address

County Tillamook, Job prefix 29PK-1 137-a

Express and freight address Tillamook

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party in office all week platting and computing cross sections. Work progressed slower than expected, due to tremendous number of cross section readings.

This coming week should complete the records.

Mr Chandler and Mr Benedict were here on Tuesday and checked the pavement for roughness.

Received the records and data for the survey of the Siuslaw and Umpqua bridge during the week from Salem, also transit notes from Walsh and Roberts pertaining to this work.

RECEIVED
OCT 18 1932

NOTED
H. W. LIBBY

NOTED
DIV. ENGR.
ASST. DIV. ENGR.

Day of Week	WEATHER CONDITIONS A. M.	P. M.
Sunday	Fair	Fair
Monday	cloudy	cloudy
Tuesday	rain	rain
Wednesday	"	"
Thursday	"	"
Friday	"	"
Saturday	"	"

RECEIVED
OCT 18 1932

Signed R. A. Johnson

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 2.76

Miles completed 2.76

Miles completed except finishing

Total cubic yards in project 13000

Cubic yards moved to date 13000

Miles covered by contractor's forces 2.76

Miles cross-sectioned 2.76

Miles cross-sections completed and checked 2.76

Miles to be measured 000

Number men in Engineering Party 6

Contractor's average force for week 00 men,

..... teams, ... steam shovels

Grading work will be completed about Completed Oct 5th.

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 0.57

Miles completed 0.57

Miles partially done 00

Total cubic yards in project 5000

Cubic yards produced to date 5000

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week 00 men,

..... teams, ... trucks

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 1.63

Miles paving completed 1.63

Total square yards in project 20589

Square yards completed to date 20589

Average daily square yards this week 00

Miles shoulders completed both sides 1.63

Contractor's average force for week 00 men,

..... teams, ... trucks

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 29PK-1 Percentage 100

2. ..... Percentage .....

3. ..... Percentage .....

4. ..... Percentage .....

Form 39—3165—5M—2-32.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 10, 1932.

Job name Tillamook, Kilchis River Paving. *Week from* October 3, *to* October 8th.

Mail address Tillamook

Highway Oregon Coast. 137a *Telegraph or telephone address* Tillamook

County Tillamook *Job prefix* ~~291K-1.~~ *Express and freight address* "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party worked in office five days on cross sections. One day in field measuring fill sections

Contractor's crew finished gravel surfacing and shoulder work on Wednesday evening October 5th.

The cross sections have an enormous amount of readings both on the prelim and final sections, so the work is very tedious in computing slope readigs and platting and checking. Final readin s on the fill sections could not be taken until the shoulders were trimmed. The was just accomplished this past week.

NOTED

DIV. ENGR.

ASST. DIV. ENGR.

RECEIVED OCT 11 1932

Day of Week	WEATHER CONDITIONS A. M.	P. M.
Sunday	air	fair
Monday	fair	fair
Tuesday	fair	fair
Wednesday	fair	fair
Thursday	fair	fair
Friday	fair	fair
Saturday	fair	fair

Contractor's crew 12 men first half of week. None last half.

RECEIVED OCT 11 1932 CONSTR. ENGINEER

NOTED H. U. SMITH

Signed [signature]

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 2.76

Miles completed 2.76

Miles completed except finishing

Total cubic yards in project 13000

Cubic yards moved to date 13000

Miles covered by contractor's forces 2.76

Miles cross-sectioned 2.76

Miles cross-sections completed and checked 2.76

Miles to be measured 0.00

Number men in Engineering Party 6

Contractor's average force for week 12 men,

..... teams, ... steam shovels

Grading work will be completed about Completed Oct 5th.

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 0.57

Miles completed 0.57

Miles partially done 0.00

Total cubic yards in project 5000

Cubic yards produced to date 5000

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week 6 men,

..... teams, 4 trucks

Project will be completed about Completed Oct 5th

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 1.63

Miles paving completed 1.63

Total square yards in project 20462

Square yards completed to date 20462

Average daily square yards this week 00

Miles shoulders completed both sides 1.63

Contractor's average force for week 6 men,

..... teams, ... trucks

Job will be completed about

Number of men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 29DK-1 Percentage 100
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

FORM B-A-1 5488 3000 9-38

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. E. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

26 B
137 A

OREGON STATE HIGHWAY COMMISSION

SALEM

October 4, 1932.

IN REPLY PLEASE,
REFER TO FILE NO.

Mr. B. O. Johnson,
Resident Engineer,
Tillamook, Oregon

NOTED
State Highway Engineer

Dear Sir:

Attached please find letter from the Community of Bay Ocean regarding the condition of the community road on the beach end of the Bay Ocean road over which Theo. Arens hauled the aggregate for the concrete pavement.

Will you please see Mr. Arens and endeavor to arrange for some repairs to be placed on this road in order to bring it up to the standard which it was in before he hauled his materials over it.

This is a community road maintained by private interests and it would appear that Mr. Arens should be willing to co-operate to that extent in maintaining the road. This is probably a private matter between Mr. Arens and the community but when called to his attention I am sure he will be willing to spend a few days blading and repairing the road.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

Wm. E. Chandler

FORM S-A-1 8483 5000 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

137A

OREGON STATE HIGHWAY COMMISSION

SALEM

September 30, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. B. O. Johnson,
Resident Engineer,
Tillamook, Ore.

NOTED
State Highway Engineer

Dear Sir:

Herewith attached a letter from E. L. King, Superintendent of the Southern Pacific Railway Company, relative to the Juno Overcrossing near Tillamook.

On August 8th we wrote you asking that you have the County Court start proceedings to vacate this crossing. It is the impression that we received a letter from you stating that the court would start the proceedings at once. However, we are unable to find any correspondence to this effect. Will you please advise at once the status of this matter.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H. G. Smith

H. G. Smith,
Construction Engineer.

Dictated by
Charles E. Low

CC to
R. H. Baldock

Encl.

STENCIL NO. 124

RECEIVED
SEP 30 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore 137-A

Post Office Building
Portland, Oregon.

September 29, 1932.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By L. J. Caufield

L. J. Caufield
Highway Engineer

Hwy 8967

RECEIVED
SEP 30 193?
OREGON
STATE HIGHWAY COMMISSION

Oregon Federal Aid Project No. 137, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 10, 1931, by the State Highway Commission of Oregon, and on March 30, 1931, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on July 30, 1931, by the said State Highway Commission, and on August 26, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 137, Section A; and

WHEREAS, the plans and specifications previously approved for said Section A provided for the construction of 2.544 miles of graded road, and six bridges of more than 20 ft. clear span 0.156 of a mile in length, in Tillamook County, for which the estimate approved was $161,640.24, and $93,368.79 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $159,626.56, and voucher in the sum of $91,819.54 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said State Highway Commission of Oregon now

requests a reopening of said Section A and a revision of the plans, specifications and estimate approved therefor to provide for the construction of 1.51 miles of concrete pavement and 0.483 of a mile of gravel surfacing between survey stations 7+45 and 145+69, and items of construction incidental thereto; at an estimated cost of $49,675.45; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $159,626.56 to $209,302.01, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $91,819.54 to $108,154.04:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon, and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred eight thousand, one hundred fifty-four and 04/100 dollars ($108,154.04) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (b) to read:

"(b) By the State, for the additional work involved in the reopening of said project, from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraphs (b) and (c) of Article III shall read, respectively:

"(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $97,268.37, Federal Aid $41,274.59; six bridges, actual cost $112,033.64, Federal Aid paid $66,879.45."

"(c) The Highway Department hereby agrees that, within one year after completion of the improvement contemplated under this agreement, it will apply an oil treatment to the road surface on those portions of said project for which gravel surfacing is provided under this agreement, and when the roadway on said portions has reached ultimate subsidence, it will use every means at its command to place, or to have placed thereon, a pavement equal in all respects to the pavement constructed on the remainder of the project."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred eight thousand, one hundred fifty-four and 04/100 dollars ($108,154.04), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred nine thousand, three hundred two and 01/100 dollars ($209,302.01), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

74

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 3rd day of September, 1932, and the Secretary of Agriculture on the 19th day of September, 1932.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission.

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission.

_____
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. 137, Section A.

74

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 137-A, State of Oregon,

SECOND. That in accordance with said provisions I have approved the sum of $ 209,302.01 in lieu of the previous actual payment of $91,819.54, as the total estimated cost of said project, and the sum of $ 108,154.04 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 19th day of September one thousand nine hundred and Thirty-five

By R. Henle
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

Encl.

W. H. LYNCH
District Engineer

F. E. Andrews
Senior Highway Engineer

B74

August 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of July 21, 1933, regarding the final voucher for Oregon 142-C. In this letter we called your attention to the fact that on a number of occasions we have requested that a statement explaining unusual overruns and underruns accompany final vouchers.

Since that time several final vouchers have been received which were not accompanied by explanations of overruns and underruns. We would appreciate it if you would see that such statements accompany final vouchers submitted hereafter. These statements need not be long and detailed, as long as they cover the necessary points. We consider all variations of more than 10% from the quantities appearing on the agreement or substitute estimate as unusual, and find that it is sometimes desirable to explain smaller variations.

In your letter of August 23, submitting the P.S.& E. for Oregon NEH 137-A, we note that a small change was made in the length of the portion of the project paved, and that this office was not notified until it became necessary to explain this point in connection with the new work. We therefore request that a statement regarding the length of all projects as constructed accompany the final voucher in order that our records and reports may show projects as actually constructed. For this purpose we suggest that a form similar to the attached be used. This form has been used for some time by the State of Washington.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

F. E. Andrews
Senior Highway Engineer

#1374

137A

August 11, 1932

Union Oil Company of California
6th Floor Yeon Building
Portland, Oregon

Gentlemen:

Acknowledgment is made of your inquiry of August 10th concerning Theodore Arems, contractor.

Please be advised that Mr. Arems has our contract No. 1374 which is known as the Kilches River - Tillamook section of the Oregon Coast Highway in Tillamook County consisting of 1.85 miles of concrete paving. The bond furnished in connection with this contract was written by the United States Fidelity & Guaranty Company for whom C. C. Price, who has offices in the Porter Building, Portland, is resident agent. The amount of the bond is $50,905.00. The completion date of the contract is October 15, 1932.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:RWD

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

August 10, 1932

RECEIVED
AUG 11 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Regarding Theodore Arenz:

It is our understanding that Theodore Arenz has been awarded the contract for the paving of the Highway from Kilchis River to Tillamook.

We anticipate making charge deliveries to the subject on this operation, looking to the bond for our protection. We will appreciate your confirming this information, supplying this Office with a complete description of the job, the amount of the contract, the name of the bonding company, its Agents and address, and the approximate date of completion.

We enclose herewith a stamped self-addressed envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Myer.

LH:ec

District Manager

FORM S-A-1 4798 5000 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

137 A

OREGON STATE HIGHWAY COMMISSION

SALEM

August 9, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. A. Belts,
County Judge,
Tillamook County,
Tillamook, Ore.

NOTED
State Highway Engineer

Dear Sir:

The Southern Pacific Company has requested that vacation proceedings be started immediately to close the grade crossing north of Tillamook which is to be replaced by the Juno Overhead Crossing.

They are very anxious to have this road closed immediately upon the opening of the new overhead, and not delayed as they have been in many other places in the past.

They suggest that if by any chance the completion of the new road should be delayed until after the vacation proceedings have been completed they will issue a temporary permit to cover the time necessary until the overhead crossing is ready, but it would seem that you should be able to anticipate the time when this crossing is ready by consulting with B. O. Johnson, Resident Engineer at Tillamook.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H. G. Smith
H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
B. O. Johnson

Mr. Johnson:

Please contact the County Judge and make arrangements for these vacation proceedings.

137A

August 6, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of the last two pages of the estimate for the Kilchis River-Tillamook Section, Project No. 137-A, these two sheets having been revised by your office. However, in checking over these sheets, it is noted that the set-up for state funds appears incorrect. According to our calculations, the amount of state funds for new work on Type I roadway is $31,551.93. Using this figure, the total state funds for roadway is $35,311.85; and the total state funds for all work is $72,896.67.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/EM.

137a

July 29, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement for the Kilchis River-Tillamook Section, Project No. 137-A.

In accord with your suggestion, we have prepared this estimate to show only two types of roadway. However, in showing the cost of the completed work for each type, we have found that it was necessary to prorate these costs based on the total cost of the original work, rather than the total cost of the work done on each section of the original project where a different rate of federal aid was paid.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Project No. 137-A (Resp.)

KILCHIS RIVER-TILLAMOOK SECTION OF THE

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, July 26, 1932.

STATEMENT OF COMPLETED WORK

Roadway (Sta. 104/00 to Sta. 151/00):

Final Estimate	$ 10,681.71
Engineering and Contingencies	744.61
	$ 11,426.32

Roadway (Sta. 2/80 to Sta. 104/00 and Sta. 151/00 to Sta. 148/69):

Final Estimate	$ 35,000.38
Engineering and Contingencies	2,254.00
	$ 36,154.40
Total, Roadway	$ 47,580.72

Six Bridges over 20 ft. Span:

Agreement Estimate	$ 101,332.50
Overruns	50.16
Engineering and Contingencies	10,640.98
Total, Bridges	$ 112,023.64

Total Cost on which Federal Aid was Computed:

Roadway (Sta. 104/00 to Sta. 151/00)	$ 11,426.32
" (Sta. 2/80 to 104/00 and " 151/00 to 148/69(	$ 36,154.40
	$ 47,580.72
Six Bridges	111,665.75
Total.....	$ 159,246.47

Federal Aid Paid:

Roadway (Sta. 104/00 to 121/00		$ 6,881.79
" (Sta. 2/60 to 104/00 and		
" 121/00 to 145/69)		18,078.29
		$24,960.08
Six Bridges.....		156,079.46
Total.....		$21,039.54
Emergency Advance Funds paid, roadway		$16,424.53
Length of Roadway		2.544 miles
" " Juno Overcrossing	180.00 ft.	
" " Wilson River Bridge	197.34 "	
" " Wilson River Slough Bridge	180.80 "	
" " Hall Slough Bridge	80.00 "	
" " Dougherty Slough Bridge	150.00 "	
" " Nequarton Slough Bridge	114.50 "	
	821.84	0.156 miles
Total length of project		2.700 miles
Cost per mile, roadway		$18,707.80
Federal Aid Paid per mile, roadway		$ 9,803.48

NEW YORK - ROAD I

Type I Roadway - Portland Cement Concrete Pavement
(Sta. 9/45 to 2/50; 39/80 to 67/00; 84/00 to 104/00; 117/50 to 145/69)

11,400	sq. yds.	Portland Cement Concrete Pavement, Design "A"	$1.82	$20,748.00
6,600	" "	Portland Cement Concrete Pavement, Design "B"	1.45	9,570.00
400	cu. yds.	Oilbound Sand Cushion	4.50	1,740.00
1,200	lin. ft.	Expansion Joints	0.18	216.00
8,900	lin. ft.	Contraction Joints	0.05	397.00
850	only	Dowel Bars	0.25	212.50
22,500	lbs.	Tie Bars and Reinforcement	0.06	1,125.00
700	cu. yds.	Top Course Gravel Shoulders	1.29	945.00
1,400	" "	Base Course Gravel Shoulders	1.25	1,750.00
800	" "	Filler	0.50	100.00
300	yd. mi.	Hauling Filler	0.12	36.00

8,000	cu. yds.	Compacting Existing Embankments	$0.05	$ 400.00
10,500	" "	Excavation, Single Classification	0.25	2,625.00
7,000	yd. mi.	Truck Haul	0.12	840.00
60	lin. ft.	12" Concrete Pipe	1.50	90.00
20	" "	18" Concrete Pipe	5.00	100.00
				$40,055.00
			10% Engr. & Cont.	4,005.50
			Total, Type I	$44,060.50

Length of Type I Roadway 1.510 miles

Cost per mile $29,774.07

Type II Roadway - Gravel Surfacing: (Sta. 67/00 to 84/00; 117/50 to 151/00)

500	cu. yds.	Top Course Gravel Surfacing	$1.35	$ 675.00
1,500	" "	Base " " "	1.25	1,875.00
800	" "	Filler	0.50	400.00
800	yd. mi.	Filler Haul	0.12	96.00
54,000	cu. yds.	Compacting Existing Embankments	0.05	2,700.00
				$ 4,806.00
			10% Engr. & Cont.	480.60
			Total	$ 4,736.60

Length of Type II Roadway 0.483 miles
" " Bridges .004 "
Total Length Type II Roadway 0.577 "

Cost per mile, Type II Roadway $9,806.62

ALLOWABLE FEDERAL AID ON NEW WORK

Federal Aid per mile allowable - $18,668.00 - $9,803.49 = $8,865.51

Federal Aid requested on reopened portion:

Type I Roadway,	1.510 miles at $8,865.51 =	$13,386.92
Type II Roadway,	62.23% of $4,736.60 =	2,947.58
		$16,334.50

SUMMARY

Item	Total Cost	Fed. Aid Funds	Emergency Advance Funds	State Funds	Railroad Funds
Type I Roadway (Sta. 7/45 to 9/90, 37/50 to 67/00, 84/00 to 104/00, 117/50 to 145/00) - net length 1.510 miles					
New Work	$44,958.65	$13,388.65	$ - -	$31,570.00	$ - -
Old Work	28,248.94	14,808.50	2,970.44	1,158.70	3,270.30
Totals	$73,207.79	$28,189.05	$ 2,970.44	$32,787.90	$ 3,270.30
Type II Roadway (Sta. 67/00 to 84/00, 117/50 to 131/00) - net length 0.405 miles.					
New Work	$ 4,734.60	$ 2,947.50	$ - -	$ 1,789.02	$ - -
Old Work	8,035.92	4,722.02	2,035.14	240.61	1,037.05
Totals	$12,772.52	$ 7,669.67	$ 2,035.14	$ 2,029.63	$ 1,037.05
Non-Reversed Roadway (Sta. 9/90 to 7/45, 9/90 to 37/50) - net length 0.751 miles					
Old Work	$10,708.06	$ 5,403.72	$ 4,280.92	$ 325.42	$ - -
Totals, All Work (Roadway)	$97,288.37	$41,274.32	$18,484.55	$35,352.15	$ 4,267.40
Six Bridges					
Old Work	$112,085.64	$56,879.45	$ - -	$36,954.52	$ 8,169.27
Totals (All Work)	$209,382.01	$108,153.77	$18,484.55	$72,316.94	$12,436.77

State funds for Construction: Chap. 175, Laws 1917: Chap. 31, Laws 1920.

State funds for Maintenance: Chap. 41, Laws 1917

OR 137a

July 18, 1952

Shell Oil Company
1020 Chamber of Commerce Building
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your letter of July 9th concerning contract of Theo. Arens near Tillamook.

Please be advised that Mr. Arens was awarded contract No. 1574 which is known as Kilchis River - Tillamook section of the Oregon Coast Highway. This contract consists of 1.68 miles of concrete paving. Bond furnished by Mr. Arens in connection with the contract was written by the United States Fidelity & Guaranty Company for whom C. O. Price, who has offices in the Porter Building, Portland, is resident agent. The amount of the bond is $50,905.00. Completion date of this contract is October 15, 1952.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:RWB

SHELL OIL COMPANY

1020 CHAMBER OF COMMERCE BUILDING

PORTLAND

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

July 8, 1932.

RECEIVED
JUL 9 - 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
H.B.Glaisyer - Secretary,
Salem, Oregon.

Dear Sir:-

THEO. ARENZ

We have been informed by Mr. Arenz that he has been awarded a contract on the State Highway two miles from Tillamook. Inasmuch as we are furnishing Mr. Arenz with his gasoline and lubricating oil requirements on this job, we would appreciate it very much if you would give us the following information:

1. Principal contractor or sub-contractor?
2. Description of work
3. Name of Bonding Company furnishing surety and name of agent.
4. Amount of job in dollars and amount of bond in dollars.
5. Length of contract and approximate time required to complete, and also date set for completion.

Yours very truly,

SHELL OIL COMPANY.

C. F. Ramey

RER:N

Credit Department.

Form 39—F-20138—5M—1-31

OREG STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 11, 1932, 193

Job name Kilchis River - Tillamook Paving and surfacing

Week from July 4 to July 9, 1932

Highway Oregon Coast

Mail address Tillamook

County Tillamook

Job prefix ~~29PK-1~~ 137A

Telegraph or telephone address Tillamook

Express and freight address w

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Simms and party worked all week except July 4th on cross sectioning of slides station 117- 145. Also cross sectioned roadbed where slides did not occur.

Contractor started shoval on slides ~~XXXXXX~~(south end) station 129 + 00 on Friday noon July 8 th. Worked 1½ days. Valued material station 67 to 84 to form dykes for flooding fills. Material very wet and lumpy.

I went to Renton Washington on orders from Division Engineer to observe paving construction with regard to the system of delayed finish. Left Tillamook at 2-00 P.M. Thursday July 7th. Arrived in Seattle at 2-10 PM Friday and went out to Renton job. Spent Saturday A.M. in District Engineer's office at Seattle discussing the delayed system of finish with the Engineers there. Left Seattle on Saturday noon stage for Portland.

Contractor expects to start jetting fills Wednesday July 13th.

RECEIVED
JUL 14 1932
ENGR.

(See back of this sheet for instructions and detailed information)

Signed [signature]

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 2.2

Miles completed 0.0

Miles completed except finishing 0.0

Total cubic yards in project 11600

Cubic yards moved to date 400

Miles covered by contractor's forces

Miles cross-sectioned 0.5

Miles cross-sections completed and checked 0.0

Miles to be remeasured 0.5

Number men in Engineering Party 4

Contractor's average force for week 15 *men,*

5 trucks [redacted] 1 *steam shovels*

Grading work will be completed about August 1st.

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 0.57

Miles completed 0.0

Miles partially done 0.0

Total cubic yards in project 2000

Cubic yards produced to date 00

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about October 15.

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 1.63

Miles paving completed 0.00

Total square yards in project 20400

Square yards completed to date 00

Average daily square yards this week 00

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about August 31st.

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 29PK-1 *Percentage* 100
2. *Percentage*
3. *Percentage*
4. *Percentage*

137A

July 7, 1932

Theodore Arenz,
516 Guaranty Building,
Portland, Oregon.

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the paving of the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

AJ

FORM S-A-1 2465 4M 1-32

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

137A

July 7, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Mr. B. C. Johnson,
Resident Engineer,
Tillamook, Ore.

NOTED
State Highway Engineer

Dear Sir:

As requested in your letter of July 5th, we are sending you platted sections of the Tillamook-Kilchis River Section of the Oregon Coast Highway.

We are unable to find the construction cross section field notes in the office. Our records show four books of construction notes were sent to Gray on April 22, 1932. These notes should be in Mr. Gray's office.

As to additional pavement detail plans wish to advise that we do not have any and no extra width is paved on curves, and the 1" crown used on tangents is to be carried around the curve using the standard superelevation required for the curves.

In order to secure the required amount of superelevation on the outside of the curve the inside edge or header should be placed 1" lower than the amount required for the Standard superelevation.

In case you do not already have a set, we are enclosing with the platted cross-sections one set of superelevation tables and curve data. If there is any further information, please advise.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Charles E. Low

H;

CC to

R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

July 1, 1932

RECEIVED
JUL 2 - 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our letter of June 23, 1932, suggested that preparation of the agreement estimate for Oregon Federal Aid Project No. 137-A, Tillamook-Kilchis River section of the Oregon Coast Highway, be withheld pending receipt of further advice, which is as follows:

Instead of segregating the estimate as was done with the one dated June 16, 1932, it will be satisfactory to segregate it so as to show only the two resulting types of completed improvement. This will result in a summary showing 1.510 miles of Type I upon which we can pay $13,386.92 Federal Aid, calculated at $8,865.51 per mile, and 0.483 mile of Type II upon which we can pay $3,334.34 calculated at 62.23% of the total cost.

The reasoning back of this suggestion is that the estimate may be segregated according to the resulting types instead of according to the rates of Federal Aid already paid.

Trusting we have made ourselves clear, we are

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
Sr. Highway Engineer

File PR-137-A

Siletz River →

2° CR
19.62
T.23.85

Inland City Hgts

CITY LIMITS

New Bldg
Woodcraft
Office, Display
Room, Store Room
Workshop
& Garage
Old Bldg

Coats Lbr. Co.

Hoquarton Slough

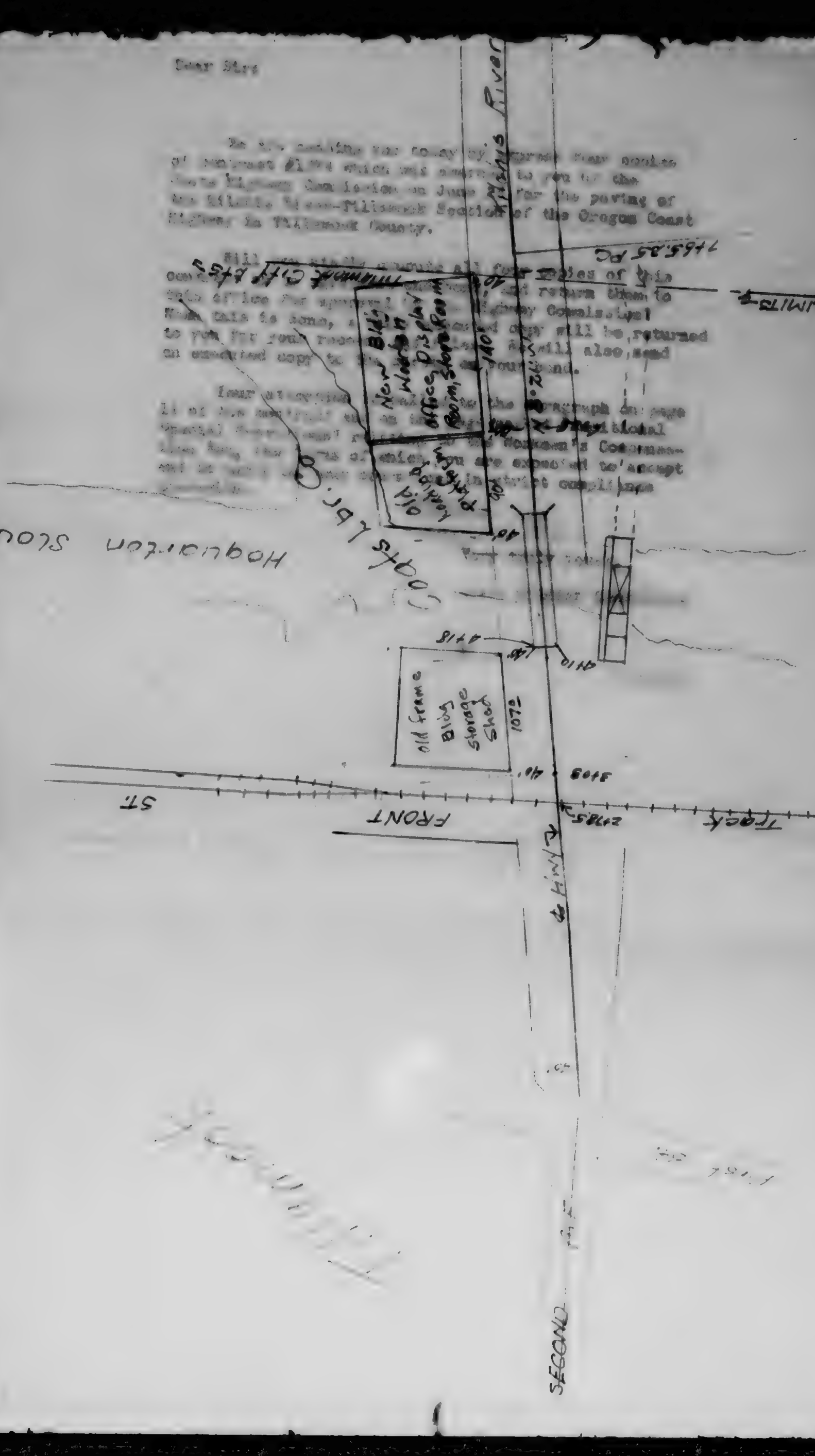
Old frame
Bldg
storage
Shops

FRONT ST

Tracks

Siletz

Dear Sirs


Nehalem River
CITY LIMITS
New Bldg
Office, Display Room, Showroom
Covered Display Area
Old Frame Bldg storage Shop
1070
Hoquarton Slough
Cook Lbr. Co.
FRONT
ST.
TREET
SECOND

137A

June 27, 1932

Mr. Theodore Arens,
516 Guaranty Building,
Portland, Oregon.

Dear Sir:

We are sending you today by express four copies of contract #1574 which was awarded to you by the State Highway Commission on June 23 for the paving of the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 14 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 23, 1932

RECEIVED
JUN 24 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Documents for the reopening of Oregon F.A.P. 137-A, Tillamook-Kilchis River section of the Oregon Coast Highway were forwarded on June 22, 1932, with our recommendation for approval.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer; and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is executed.

As discussed with Mr. Nash during his visit to this office today, it appears that there is a possibility of simplifying the estimate and increasing slightly the Federal Aid which may be paid on this project. This matter is today being referred to the Regional Office for decision. Please withhold preparation of the agreement estimate pending receipt of information concerning this detail.

Very truly yours,

W. H. LYNCH
District Engineer

By L. S. Caufield
L. S. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 20, 1932

RECEIVED
JUN 21 1932
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of proposals, estimate and plans sheets for Oregon F.A.P. No. 137-A.

In our review it is noted that the plan sheets do not show the south end of the Federal Aid project which should have been shown. Also reference is made to our letter of June 8 requesting information as to changes in the city limits of Tillamook or in the houses within the city limits.

We are unable to clear this project until this information is received.

Very truly yours,

W. H. LYNCH
District Engineer

Phoned Davis that no plans had been received in this office and he advised that the city limits and houses would not be necessary

June 14, 1932.

Mr. W. E. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In reply to your letter of June 8th, concerning the special provisions for the paving of the Kilchis River-Tillamook Section, Federal Aid Project No. 137-A, this will advise that the change in regard to the spacing of edge reinforcement, and the limitation in regard to the amount of filler material to be used in the gravel surfacing and gravel shoulders which are recommended in your letter, have been incorporated in the special provisions.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

7A

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

June 8, 1932

RECEIVED
JUN - 1932
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of June 6 relative to review of papers for paving Oregon F.A.P. No. 137-A.

In further reviewing these papers, it is noted that the tie bars for concrete pavement are shown spaced 11-1/2" C.C. on the plan sheet while the dimension given in the special provisions are 11-3/4" C.C. The spacing distance should be the same on both plans and specifications.

In the gravel surfacing it is noted that pit run gravel is to be used for both the base and top courses, the special provisions making no reference to filler except through reference to Section 10 of the Standard Specifications. The Standard Specifications provide for the incorporating of filler in such quantities as the engineer may order, and this provision does not meet Federal Aid requirements.

With regard to the section of the project within the city limits of Tillamook, information is desired as to whether there has been any change in the city limits or in houses along that portion within the city limits since the approval of the original plans on September 23, 1930.

Very truly yours,

W. H. LYNCH
District Engineer

OR 137A

June 8, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

In response to your communication of June 6 regarding Federal Aid Project No. 137-A, the Kilchis River-Tillamook Section of the Oregon Coast Highway, advise that I have called Mr. Probert's attention to the fact that your procedure requires that Federal aid estimates must show separately the costs of the various widths and types.

I am also advising Mr. H. G. Smith, through carbon copy of this letter, to arrange for an experiment with the "delayed finish" on either this project or the Klamath Falls Project. We are at the present time using the "submerged joint" as a standard.

Very truly yours

State Highway Engineer

RHB:HI

cc S. H. Probert
H. G. Smith

FORM 9-A

LE

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 6, 1932

RECEIVED
JUN 7 - 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 3, 1932, forwarding to this office special provisions, quantity sheets and plan sheet for the proposed paving on the Kilchis River-Tillamook Section of the Oregon Coast Highway, Oregon Federal Aid Project No. 137-A.

We have reviewed these plans and specifications and found them to meet with our approval. Your attention is invited to the fact that our procedure requires that Federal Aid estimates must show separately the costs of the various widths and types.

Is it your intention to experiment, by arrangement with the contractor, with the "Delayed finish" and "submerged joint" on this or another Oregon paving project during this season?

Very truly yours,

W. H. LYNCH
District Engineer

June 3rd, 1932.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

For your advance information, we are submitting herewith two copies of the special provisions, quantity sheets and plan sheet for the proposed paving of the Kilchis River-Tillamook Section of the Oregon Coast Highway, Federal Aid Project No. 137-A.

We will be pleased if you would check over these special provisions and plans and advise us as to whether or not they meet with your approval. We would like to have this information not later than Tuesday or Wednesday of the coming week, as it will be necessary to begin sending plans to prospective bidders at about that time.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

P(1)379

February 11, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

In accord with the request contained in your letter of February 6th, regarding Project No. 137-A, we are enclosing herewith four copies of an itemized statement covering the cost of work on the Hoquarton Slough Bridge performed under force order #1. We are, also, enclosing additional copies of force order #1, covering work done on the Wilson River Bridge, these copies being sent to complete the required number to accompany the copies of the final voucher.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. H. Nash,
Asst. Office Engineer.

JHN:ER

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

February 6, 1932

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

RECEIVED

Dear Sir:

Reference is made to the final voucher for Oregon F.A.P. No. 137-A submitted in the amount of $10,559.95.

Under the contingency items for the Hoquarten Slough Bridge appears the item "Force Order No. 1 as per attached statement - $3,831.46." Force Order No. 1, which is attached, shows only the estimated cost, $4,438.50. When the final voucher is submitted, it should be accompanied by an itemized statement showing the actual quantities used, extended at actual unit prices to support the total actual cost of all force orders.

We have received only one copy of Force Order No. 1 and three extra copies of Force Order No. 4 for the Wilson River Bridge. Please forward three additional copies of Force Order No. 1 for the Wilson River Bridge, and copies of the itemized statement of force account work showing actual quantities and costs. The final voucher is being held in this office pending their receipt.

Very truly yours,

W. H. LYNCH
District Engineer

#1295
Tillamook

PR 1379

December 8, 1931

Union Indemnity Company,
Hansen & Rowland, Inc., Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1295 for the construction of the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County consisting of 2.75 miles of grading has been completed by the contractor, R. L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 18th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor; Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $48,004.71 including the final payment. Of this amount $82.46 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PR 137 a

December 3, 1931.

Mr. S. Freeman,
636 Morgan Bldg.
Portland, Oregon.

Dear Sirs

We are today mailing to Ray L. Houck, for signature the voucher for the final payment on his contract for grading the Kilchis River-Tillamook Section of the Oregon Coast Highway. If he accepts this voucher at once, final payment will be made to him in about ten days.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by D. G. De Sart/ER

#1295
Till, Co
PW 1379

November 4, 1931

Union Indemnity Company,
Hansen & Howland, Inc., Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

Please be advised that we are about ready to make semi-final payment to Roy L. Houck on contract No. 1295 for the construction of the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County.

Will you kindly advise is is satisfactory to you for this payment to be made.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1226
Till. Co
PR1379

October 27, 1931

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1226 for the construction of a bridge over Nilsen River and Nilsen River Slough on the Oregon Coast Highway in Tillamook County has been completed by the contractors, Clackamas Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November [illegible] 1931.

The State is not advised of any claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $45,925.11 including the final payment. Of this amount $211.02 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

pR 1379

NOTED
State Highway Engineer

Salem, Oregon
September 28, 1931.

Memorandum to Mr. Klein:

Some time ago you asked me for a report on the overrun on the Juno Overcrossing. In response to this request, the following is submitted:

The total overrun amounts to $3,063.34. Of this amount $150.00 is for premium on bond to the railroad company in excess of $10,000, which additional premium the state agreed to pay, as you doubtless recall. Practically all of the overrun aside from the above amount is for additional excavation, additional footing concrete, additional footing reinforcement and foundation piling. The reason for this overrun is as follows:

When the original surveys were made, foundation explorations by means of bars driven into the soil indicated the probability of a hard strata a few feet below the base of rail of the Southern Pacific Company's track suitable for foundations. When the false work piling were driven, however, it was found possible to penetrate this strata for which reason the main foundations were placed upon piling and carried somewhat deeper than called for in the plans.

Overruns of this character seem unavoidable unless foundation borings are made in each case, and we have always considered it the part of economy to run the risk of overruns of this character rather than to go to the expense of a complete foundation survey for small structures such as this. Our experience during the past ten years has indicated that overruns and underruns of this character are largely compensating so that the completed cost of the bridges constructed in any season has always checked remarkably close with the estimated or project cost.

C. B. McCullough
Bridge Engineer

CBM:AP

PF 1374

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Emergency Oregon/F.A.P. 137-A

Post Office Building
Portland, Oregon.

September 14, 1931

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

Encl.

P.S. Enclosed also are one copy each of the approved special provisions and the detail estimate upon which the modified project agreement was based.

A-4 Jan 8967

Oregon Emergency Federal Aid Project No. 137-A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 10, 1931, by the State Highway Commission of Oregon, and on March 30, 1931, by the Acting Secretary of Agriculture the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 137, Section A; now designated as Oregon Emergency Federal Aid Project No. 137, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans and estimate to provide for lengthening the Wilson River Bridge 14 ft. thereby increasing the length of bridges from 0.153 of a mile to 0.156 of a mile, and reducing the length of roadway from 2.547 miles to 2.544 miles; and to provide for the use of contract prices in lieu of estimated prices for roadway items; and by reason thereof has requested that the estimate of cost approved for said Section A be reduced from $173,054.75 to $161,840.24, and that the Federal funds approved and set aside to the credit of said Section A be reduced from $103,832.85 to $93,368.79; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be provided to cover the State's

share of the cost of construction, eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of ninety-three thousand, three hundred sixty-eight and 79/100 dollars ($93,368.79) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article I shall read:

> "Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:
>
> (a) By the State, $18,676.75, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds," together with any additional amount necessary to cover the State's share of the cost of construction shall be met from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
>
> (c) By the Southern Pacific Railway Company, $13,377.77 in accordance with order of the Public Service Commission, under date of August 22, 1930."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

Between survey station 2+80.0 on Front Street in the town of Tillamook, and survey station 145+69.0 in the S.E.¼ of Sec. 12, T.1 S., R.10 W., W.M., at the south end of the existing bridge across Kilchis River, terminal points, a distance of 2.700 miles, known locally as the Roosevelt Coast Highway between Astoria and Hebo, Tillamook County, being Oregon Emergency Federal Aid Project No. 137, Section A, consisting of 2.544 miles of roadway and six bridges of more than 20 ft. clear span 0.156 of a mile in length."

Paragraph (b) of Article III shall read:

"(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $50,374.49, Federal Aid $26,489.34; six bridges, approved estimate $111,465.75, Federal Aid $66,879.45."

To Article III shall be added paragraph (f) to read:

"(f) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of ninety-three thousand, three hundred sixtyeeight and 79/100 dollars ($93,368.79), certified to the Secretary of the Treasury as above mentioned,

which does not exceed the authorized Federal pro rata share of one hundred sixty-one thousand, eight hundred forty and 24/100 dollars ($161,840.24), the approved total estimated cost of Section A of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 30th day of July, 1931, and the Secretary of Agriculture on the 26th day of August, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By H B Brandsness
Chairman, State Highway Commission

By W A Lynch
Member, State Highway Commission

By _____
Member, State Highway Commission

C M S — R W Marvin
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 137, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 2+80.0 on Front Street in the town of Tillamook, and survey station 145+69.0 in the S.E.¼ of Sec. 12, T.1 S., R.10 W., W.M., at the south end of the existing bridge across Kilchis River,

locally known as the Roosevelt Coast Highway between Astoria and Hebo, Tillamook County,

Emergency Federal Aid Section A, and designated in the records of this Department as Project No. 137.1, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 161,840.24 in lieu of the $105,852.85 Section A of approved by Certificate of March 30, 1931, as the total estimated cost of said project, and the sum of $ 93,368.79/ Section A of as the share of the United States, payable under said acts on account of such project, which does not exceed authorized Federal pro rata share the/ [redacted] of said total estimated cost.

Done at the city of Washington, this 26th day of August one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting *Secretary of Agriculture.*

AWS

PR1374

August 26, 1931.

Mr. George Gray,
Resident Highway Engineer,
Tillamook, Oregon.

Dear Sirs

Please be advised that on the estimates for the grading of the Kilchis River-Tillamook Section, Emergency Federal Aid Project No. 157-A, it is necessary to show the work done between Stations 104 and 151 separately from all other work which is done. This requirement is occasioned for the reason that cooperation by the railroad is being received for the work done on this section, and we accordingly cannot collect emergency federal aid funds for this work on which cooperation, by the railroad company, is being received.

In listing the quantities, it has occurred to us that there may be conditions where quantities are excavated within the section limits, but which are placed in embankment outside of the section. In this case, you would show the excavated quantities as a railroad cooperative item, but any overhaul or truck haul items which would occur should be included in work done on the other portions of the project. Likewise, there may occur a condition where quantities are excavated beyond the limits of the section, but are placed in an embankment which is located within the section limits. In this case, only the overhaul or truck haul quantities would be listed as items subject to railroad cooperation.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

cc W. E. Clarke, Office.

#1225
Tillamook

PR 1379

August 31, 1931

United States Fidelity & Guaranty Company,
C. C. Pride, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1225 for the construction of the Juno Overcrossing on the Oregon Coast Highway in Tillamook County has been completed by the Contractors, Clackamas Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 31st, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $21,630.11 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Stencil No. 6A

PR137a

August 6, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirt

Herewith are enclosed three signed copies of modified agreement for the Kilchis River-Tillamook Section, Project No. 137-A.

Very truly yours,

[illegible] A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

In reply please
refer to File No. Ore.F.A.P.No. 137-A

New Post Office Bldg.,
Portland, Oregon

July 18, 1931.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith three copies of proposed modified Project Agreement, [redacted], for signature and return to this office.

Very truly yours,

W. A. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer.

Encls.

Grading
Klamath Falls -
Dillard

RECEIVED
JUL 20 1931
STATE HIGHWAY COMMISSION

#1125

PR 137a

July 6, 1931

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon,

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to the Clackamas Construction Company on contract No. 1226 for the construction of the Juno Overcrossing on the Oregon Coast Highway in Tillamook County north of Tillamook. This payment will be made on or about July 14th, 1931.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1224
PP(1379 Title Co

July 8, 1931

United States Fidelity & Guaranty Company,
C. C. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1224 for the construction of bridges over Nequarton, Dougherty and Hall Sloughs on the Oregon Coast Highway in Tillamook County has been completed by the contractors, Clackamas Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 13th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract and which will include the final payment will be $41,880.27. Of this amount $3,831.86 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. byJ. McFarland.

PR 1974.

June 18, 1951.

Mr. W. H. Lynch,
Division Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of June 6th, regarding the revised plans received by you for the Wilson River Bridge, which is being constructed under Project No. 157-A.

For the reason that the increased cost due to the revised plans will be a comparatively small amount, we will not request additional Federal Aid to the amount shown on our estimate of May 11th. There will be, however, a slight change in the net length of the project due to the additional length of the bridge. This revised length will be 2.544 miles, and the revised cost per mile will be $19,801.29.

The revised total length of the six bridges on this project, likewise, will be 821.85 feet, or .156 miles.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. F. Prebert,
Office Engineer.

Dict. by J. E. Nash/MC

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

June 6, 1931

Mr. Roy E. Klein
State Highway Commission
Salem, Ore.

Dear Sir:

We have received revised plans for the Wilson River Bridge, Oregon Federal Aid 137-A, and also papers requesting a modification to provide advance funds for this project. It would seem desirable to incorporate the revised length and the state may desire to secure Federal Aid on the increased cost. This would require a revised estimate to include the additional bridge items.

Will you please advise what action you desire.

Very truly yours,

W. H. LYNCH
District Engineer

184-A
13-
197-A

RECEIVED
JUN 8 1931
OREGON
STATE HIGHWAY COMMISSION

PR 137a

June 8, 1951

Mr. Ray L. Houck,
Independence,
Oregon.

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Kilchis-River Tillamook Section on the Oregon Coast Highway in Tillamook County.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

AJ

PF 13.7a

May 27, 1931

Clackamas Construction Company,
Tillamook, Oregon.

Gentlemen:

Please be advised that the voucher for the payment of your estimate No. 6 in amount $1,667.05 on your contract No. 1225 - June Overcrossing on the Oregon Coast Highway in Tillamook County is now being passed for payment.

However, before the payment can be made it will be necessary to have your application for further extension of time on this contract. We advised you sometime ago that the time limit would expire on May 1st, 1931 and to date we have not had a reply.

Kindly make immediate application for further extension of time on this contract so that it will not be necessary to hold up the payment of your estimate longer than is necessary. Your application must be accompanied by the written consent of your surety on the bond.

We also wish to call your attention to the fact that the time limit on your contract No. 1224 - bridges over Hoquarton, Hall and Dougherty Sloughs in Tillamook County expired on March 21st and it will also be necessary to have your application for further extension of time on this contract before further payments can be made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PR(137-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

May 26, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of May 22, together with revised plans showing extension of the Wilson River Bridge, Oregon Emergency Federal Aid Project No. 137-A.

These plans meet with our approval. Will you kindly furnish us a supplemental agreement covering this extension.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 27 1931

Form 30—E-18703—2M—10-30

PP 1931

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED

Date May 25, 1931

Job name Kilchis River - Tillamook

Week from May 18 to May 24th

Mail address Tillamook

Highway Oregon Coast

Telegraph or telephone address cSame

County Tillamook Job prefix 29 PK

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Houck purchased a new 1/2 yard shovel, Universal, which was shipped in onthe 16th. On the 18th it was too damp to run the big shovel so the crew was brought into town and the small shovel was started. It was put to work on lots 3 & 4, block 1, Tillamook, the material was placed on the fill north of town. This fill was started at Station 10 and carried back toward Hoquarton slough. Coates lumber Company put a crew to work removing the old dock and burning the debris with the result that the contractor was in no way delayed with his fill. This fill is being carried full with of the right of way in front of the new Coates dock on the west si de of the highway. Good progress was made with this fill during the week.

Much time was lost on the main part of the work during the week. The No. 1 shovel is working near station 123. The cut is wet and stickey and the grade has been kept soft due to light showers during the week and fog. I suggested to Houck that he should get mats to work his big shovel on and keep it busy but he thinks that is an unnecessary extravagence. Shovel No. 1 worked a total of 5 shifts during the week, two of them being night shifts. Poor progress was made with this shovel.

Small shovel worked a total of nine shifts, laid off Friday due to rain.

While Houck has had to get shovel runners for operating the shovels on the extra shifts he refuses to consider hiring experienced men. He has one man that run shovel at Seaside and is breaking in three new runners. From observation during the past week I estimate that the time lost by these green men during the week would more than have paid an experienced operator for a months wages. Also I note that after finishing the borrow from lots 3 and 4 mentioned above it will cost him $ 25.00 to shape the ground up and get it in shape so it can be measured. While these are items that are of no personal concern of the department they are noted to explain the way the work is being handled in case the contractor later complains of not making money on his work.

Permission was granted by the S. P. Company to excavate two lots of theirs, lots 3 & 4 block 3. The Universal shovel started on these lots the 21st.

RECEIVED
MAY 26 1931
OFFICE OF
DIV. ENGINEER

(See back of this sheet for instructions and detailed information.)

Signed

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project 10000

Cubic yards moved to date 3500

Miles covered by contractor's forces 1

Miles cross-sectioned 2

Miles cross-sections completed and checked .....

Miles to be remeasured 1

Number men in Engineering Party 3

Contractor's average force for week ..... 25 men,

8 trucks teams, ... 2 steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

PR137a

May 14, 1931

Clackamas Construction Company,
Tillamook, Oregon.

Gentlemen:

Please be advised that the time limit on your contracts No. 1284 - Bridges over Hoquarton, Dougherty & Hall Sloughs and No. 1285 - June Overcrossing, on the Oregon Coast Highway in Tillamook County has expired.

Kindly make immediate application for further extension of time on both of the above contracts so that it will not be necessary to hold up the payment of your estimates. Your application must be accompanied by the written endorsement of your surety on the bond furnished in connection with the contracts.

Please have your applications cover a long enough period of time to cover all the work on your contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

cc to Reeves.

May 11, 1931.

PR 137-a

Mr. H. E. Lynch,
Division Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate on basis for revised agreement covering the Kilchis River-Tillamook Section, Emergency Project No. 137-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

E. H. Prebert,
Office Engineer.

Dict. by J. E. Bush/MS

Encl.

Oregon State Highway Department — Emergency Project No. [illegible]

KILCHIS-RIVER TILLAMOOK SECTION OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for revised agreement. Based on low bid prices.)

Salem, Oregon May 11, 1931.

Roadway, Sta. 104+00 to 181+00

All Required					
24,000	Cu. yds.	Clearing and Grubbing			$ 127.20
4,000	Yd. Sta.	Excavation, Single Classif.		$0.20	4,800.00
22,000	Yd. mls.	Overhaul		0.02	00.00
4	Cu. yds.	Trunk Haul		0.50	2,000.00
60	Lin. ft.	Class "B" Concrete		20.00	00.00
100	" "	12" Concrete Pipe		1.00	00.00
		18" " "		2.00	[illegible]
		Sub-total			$11,027.20
		10% Engr. & Cont.			1,102.72
		Total			$12,021.00

Roadway, (Sta. 2+00 to Sta. 104+00) (Sta. 181+00 to Sta. 145+00)

All Required					
70,000	Cu. yds.	Clearing and Grubbing			$ 811.72
41,000	yds. Sta.	Excavation, Single Classif.		$0.25	10,250.00
36,000	yds. mls.	Overhaul		0.05	800.00
600	Cu. yds.	Trunk Haul		0.30	7,000.00
30	" "	Riprap		2.50	1,000.00
80	" "	Class "A" Concrete		25.00	000.00
2,000	pounds	Class "B" Concrete		20.00	400.00
		Metal Reinforcement		0.05	000.00
80	Lin. ft.	12-inch Concrete Pipe		1.00	80.00
200	" "	18-inch " "		2.00	400.00
100	" "	24-inch " "		2.75	275.00
210	" "	36-inch " "		6.00	1,260.00
2,200	Cu. yds.	Temporary Surfacing		1.00	2,200.00
		Sub-total			$33,997.72
		10% Engr. & Cont.			3,396.77
		Total			$37,394.49

BRIDGES

Over Intervening

275	Cu. yds.	Excavation			
25	" "	" below plans		$5.00 Lump Sum	$ 300.00
400	" "	Class "A" Concrete		8.00 " "	97.00
				21.00 " "	8,400.00

165	cu. yds.	Class "D" Concrete	$21.00	Low Bid	$ 3,330.00
90,000	pounds	Metal Reinforcement	.045	"	4,275.00
570	lin. ft.	Concrete Handrail	4.00	"	1,665.00
					$10,770.00
		Lump Sum reduction as per contract			104.23
					$10,666.77

Wilson River Bridge

700	cu. yds.	Excavation	$5.00	Low Bid	$ 3,500.00
70	" "	Excavation below plans	5.00	"	350.00
3,200	lin. ft.	Foundation Piling	0.50	"	1,600.00
115	cu. yds.	Seal Concrete	15.00	"	1,725.00
110	" "	Class "F" Concrete	30.00	"	3,300.00
460	" "	Class "A" Concrete	20.00	"	9,400.00
210	" "	Class "D" Concrete	20.00	"	4,200.00
187,000	pounds	Metal Reinforcement	0.045	"	8,415.00
395	lin. ft.	Concrete Handrail	4.00	"	1,580.00
					$33,822.00
		Lump Sum reduction as per contract			337.22
					$33,484.78

Wilson River Slough Bridge

190	cu. yds.	Excavation	$1.50	Low Bid	$ 285.00
20	" "	Excavation below plans	1.50	"	30.00
1,700	lin. ft.	Foundation Piling	0.50	"	850.00
180	cu. yds.	Class "A" Concrete	20.00	"	3,600.00
115	" "	Class "D" Concrete	30.00	"	3,450.00
54,000	pounds	Metal Reinforcement	0.045	"	2,430.00
280	lin. ft.	Concrete Handrail	4.50	"	1,260.00
					$12,020.00
		Lump Sum reduction as per contract			105.73
					$11,914.27

Hall Slough Bridge

75	cu. yds.	Excavation	$5.00		$ 375.00
10	" "	" below plans	5.00		50.00
1,100	lin. ft.	Foundation piling	0.50	Low Bid	550.00
150	cu. yds.	Class "A" Concrete	20.00	"	3,000.00
75	" "	Class "D" Concrete	20.00	"	1,500.00
40,000	pounds	Metal Reinforcement	0.045	"	1,800.00
170	lin. ft.	Concrete Handrail	4.50	"	765.00
All Required		Remove old bridge & maint. traffic		"	600.00
					$8,640.00
		Lump sum reduction as per contract			84.43
					$8,555.57

Dougherty Slough Bridge

960	cu. yds.	Excavation	$5.00	Low Bid	$1,200.00
25	" "	" below plans	5.00	"	125.00
1,320	lin. ft.	Foundation piling	0.50	"	660.00
220	cu. yds.	Class "A" Concrete	20.00	"	4,400.00
120	" "	Class "B" Concrete	20.00	"	2,400.00
64,000	lbs.	Metal reinforcement	0.045	"	2,925.00
270	lin. ft.	Concrete handrail	4.50	"	1,215.00
All required		Remove old bridge and maint. traffic		"	500.00
					$13,425.00
		Lump sum reduction as per contract			151.09
					$13,273.91

Boquarten Slough Bridge

850	cu. yds.	Excavation	$5.00	Low Bid	$ 2,750.00
20	" "	" below plans	5.00	"	100.00
5,100	lin. ft.	Foundation piling	0.50	"	1,050.00
70	cu. yds.	Seal concrete	15.00	"	1,050.00
240	" "	Class "A" Concrete	20.00	"	4,800.00
160	" "	" "B" "	20.00	"	3,200.00
90,000	lbs.	Metal reinforcement	0.045	"	3,600.00
220	lin. ft.	Concrete handrail	4.50	"	1,035.00
					$17,185.00
		Lump sum reduction as per contract			167.91
					$17,017.09

Sub-total, Bridges,	$101,333.50
10% Engr. & Cont.	10,133.25
TOTAL.....	$111,466.75

Length of roadway		2.547 miles
Length of June Overcrossing	180.00 feet	
" " Wilson River Bridge	194.34 "	
" " Wilson River Slough Bridge	120.00 "	
" " Hall Slough B ridge	90.00 "	
" " Dougherty Slough Bridge	130.00 "	
" " Boquarten Slough Bridge	114.50 "	
Total length of Bridges	828.84 feet	0.158 miles
Length of project, gross		2.700 miles
Cost per mile (roadway) - - - - - - -		$17,977.97

SUMMARY

Item	Total Cost	Federal Aid	Emergency Revenue Fund	Railroad Funds	State Funds
Roadway:					
(Stn. 104 to Stn. 121)	$18,021.69	$ 7,612.80 (60%)	$ --	$5,208.49	$ --
(Stn. 2+60 to Stn. 104) (Stn. 121 to 145+00)	37,353.42	18,676.72 (50%)	18,676.72	--	--
Totals, Roadway	$55,375.11	$26,289.52	$18,676.72	$5,208.49	$ --
Six Bridges	111,465.73	55,873.42 (50%)	--	3,169.77	[illegible]
Totals (All Work)	$161,840.84	$82,162.94	$18,676.72	$18,377.77	$42,623.41

State funds for Construction: Chapter 178, Laws 1917: Chapter 31, Laws 1929.

State funds for Maintenance: Chapter 41, Laws 1927.

PR 137-a

May 7, 1931

Mr. Roy L. Houck,
Independence,
Oregon.

Dear Sir:

We are sending you today by express four copies of contract #1294, which was awarded to you by the State Highway Commission on May 2, 1931, covering the grading of the Kilchis River-Tillamook Section on the Oregon Coast Highway.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 7 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

PR 137-A

April 25, 1951.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate and five bid proposals for the Kilchis River-Tillamook Section, Project No. 157-A. Five sets of blueprint plans are being sent under separate cover. These are revised plans for the proposed grading project and are to be substituted for those which were previously sent.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/MB.

encl.

Oregon State Highway Department — Emergency Project No. 157-A.

KILCHIS RIVER-TILLAMOOK SECTION

OF THE ROOSEVELT COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate with revised roadway plans. Not as basis for modified agreement.)

Salem, Oregon, April 25, 1931.

Roadway (Sta. 104+00 to Sta. 131+00)

All Required	Clearing and Grubbing			$ 50.00
24,000 cu. yds.	Excavation, Single Classif.		.45	10,800.00
4,000 yd. sta.	Overhaul		.03	120.00
25,000 " "	Truck Haul		.18	4,500.00
4 cu. yds.	Class "C" Concrete		28.00	112.00
50 lin. ft.	18" Concrete Pipe		1.50	75.00
100 " "	18" " "		2.50	250.00
		Sub-total		$ 15,907.00
		10% Engr. & Cont.		1,590.70
		Total		$17,497.70

Roadway, (Sta. 2+30 to Sta. 104+00) (Sta. 131+00 to Sta. 145+66)

All Required	Clearing & Grubbing		$ 200.00
70,000 cu. yds.	Excavation, Single Classif	.45	31,500.00
45,000 yd. sta.	Overhaul	.03	1,350.00
35,000 yd. mi.	Truck Haul	.18	6,300.00
600 cu. yds.	Riprap	3.00	1,800.00
30 " "	Class "A" Concrete	30.00	900.00
20 " "	" "C" "	28.00	560.00
3,000 lbs.	Metal Reinforcement	.04	120.00
50 lin. ft.	12" Concrete Pipe	1.50	75.00
200 " "	18" " "	2.50	500.00
100 " "	24" " "	3.50	350.00
210 " "	36" " "	6.00	1,260.00
2,300 cu. yds.	Temporary Surfacing	1.25	2,875.00
	Sub-total		$47,790.00
	10% Engr. & Cont.		4,779.00
	Total		$52,569.00
	Sub-total Roadway		$65,067.00
	10% Engr. & Cont.		5,069.70
	Total (Roadway)		$70,066.70

Oregon State Highway Department — Emergency Project No. 137-A.

KILCHIS RIVER-TILLAMOOK SECTION

OF THE ROOSEVELT COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate with revised roadway plans. Not as basis for modified agreement.)

Salem, Oregon, April 23, 1931.

Roadway (Sta. 104+00 to Sta. 151+00)

All Required	Clearing and Grubbing		$ 50.00
24,000 cu. yds.	Excavation, Single Classif.	.45	10,800.00
4,000 yd. sta.	Overhaul	.03	120.00
25,000 " "	Truck Haul	.18	4,500.00
4 cu. yds.	Class "C" Concrete	28.00	112.00
50 lin. ft.	12" Concrete Pipe	1.50	75.00
106 " "	18" " "	2.50	250.00
	Sub-total		$ 15,907.00
	10% Engr. & Cont.		1,590.70
	Total		$17,497.70

Roadway. (Sta. 2+00 to Sta. 104+00) (Sta. 151+00 to Sta. 145+00)

All Required	Clearing & Grubbing		$ 200.00
70,000 cu. yds.	Excavation, Single Classif	.45	31,500.00
45,000 yd. sta.	Overhaul	.03	1,350.00
35,000 yd. mi.	Truck Haul	.18	6,300.00
600 cu. yds.	Riprap	3.00	1,800.00
30 " "	Class "A" Concrete	30.00	900.00
20 " "	" "C" "	28.00	560.00
5,000 lbs.	Metal Reinforcement	.06	300.00
50 lin. ft.	12" Concrete Pipe	1.50	75.00
200 " "	18" " "	2.50	500.00
100 " "	24" " "	3.50	350.00
210 " "	36" " "	6.00	1,260.00
2,200 cu. yds.	Temporary Surfacing	1.25	2,750.00
	Sub-total		$47,700.00
	10% Engr. & Cont.		4,770.00
	Total		$52,500.00
	Sub-total Roadway		$63,697.00
	10% Engr. & Cont.		6,368.70
	Total (Roadway)		$70,066.70

BRIDGES

Jump Creek Crossing

275	cu. yds.	Excavation	$3.50 low bid	$ 962.50
25	" "	Excavation below plans	3.50 "	87.50
430	" "	Class "A" Concrete	21.00 "	9,030.00
160	" "	Class "D" "	21.00 "	3,360.00
95,000	lbs.	Metal reinforcement	.045 "	4,275.00
370	lin. ft.	Concrete handrail	4.50 "	1,665.00
				$18,780.00
		Lump sum reduction as per contract		133.33
				$18,646.67

Wilson River Bridge

706	cu. yds.	Excavation	5.00 low bid	$ 3,530.00
70	" "	Excavation below plans	5.00 "	350.00
3,200	lin. ft.	Foundation piling	.50 "	1,600.00
115	cu. yds.	Seal concrete	15.00 "	1,725.00
110	" "	Class "B" Conc.	20.00 "	2,200.00
480	" "	" "A" "	20.00 "	9,600.00
220	" "	" "D" "	20.00 "	4,400.00
157,000	lbs.	Metal reinforcement	.045 "	8,415.00
385	lin. ft.	Concrete handrail	4.50 "	1,732.50
				$35,552.50
		Lump sum reduction as per contract		327.33
				$35,194.98

Wilson River Slough Bridge

180	cu. yds.	Excavation	1.50 low bid	$ 225.00
20	" "	" below plans	1.50 "	30.00
1,700	lin. ft.	Foundation piling	.50 "	850.00
160	cu. yds.	Class "A" Conc.	20.00 "	3,200.00
115	" "	Class "D" Conc.	20.00 "	2,300.00
54,000	lbs.	Metal Reinforcement	.045 "	2,430.00
250	lin. ft.	Concrete Handrail	4.50 "	1,125.00
				$10,230.00
		Lump sum reduction as per contract		102.75

Hall Slough Bridge

				$ 375.00
75	cu. yds.	Excavation	5.00 low-bid	50.00
10	" "	" below plans	.50 "	550.00
1,100	lin. ft.	Foundation piling	20.00 "	5,000.00
150	cu. yds.	Class "A" conc.	20.00 "	1,500.00
75	" "	" "D" "		

40,000 lbs.	Metal reinforcement	$ .045	low	bid	$1,800.00
170 lin. ft.	Concrete handrail	4.50	"	"	765.00
All required	Remove old bridge & maintain traffic				620.00
					$3,185.00
	Lump sum reduction as per contract				26.43
					$3,158.57

Beauchesne Slough Bridge

240 cu. yds.	Excavation	$ 5.00	low	bid	$1,200.00
25 cu. yds.	Excavation below plans	5.00	"	"	125.00
1,100 lin. ft.	Foundation piling	.80	"	"	880.00
210 cu. yds.	Class "A" concrete	20.00	"	"	4,200.00
120 cu. yds.	Class "D" concrete	20.00	"	"	2,400.00
65,000 lbs.	Metal reinforcement	.045	"	"	2,925.00
270 lin. ft.	Concrete handrail	4.50	"	"	1,215.00
All required	Remove old bridge and maintain traffic		"	"	670.00
					$13,415.00
	Lump sum reduction as per contract				151.09
					$13,263.91

Hecuarton Slough Bridge

550 cu. yds.	Excavation	$ 5.00	low	bid	$ 2,750.00
20 cu. yds.	Excavation below plans	5.00	"	"	100.00
2,100 lin. ft.	Foundation piling	.80	"	"	1,680.00
70 cu. yds.	Seal concrete	15.00	"	"	1,050.00
240 cu. yds.	Class "A" Concrete	20.00	"	"	4,800.00
140 cu. yds.	Class "D" Concrete	20.00	"	"	2,800.00
80,000 lbs.	Metal reinforcement	.045	"	"	3,600.00
230 lin. ft.	Concrete handrail	4.50	"	"	1,035.00
					$ 17,185.00
	Lump sum reduction as per contract				167.94
					$ 17,017.06
	Sub-total (bridges				$101,552.80
	10% Engr. & Cont.				10,155.28
	Total				$111,465.78

Length of Roadway			8.547 miles
" " June Overcrossing	186.89	feet	
" " Wilson River Bridge	184.84	"	
" " Wilson River Slough Bridge	120.00	"	
" " Hall Slough Bridge	80.00	"	
" " Dougherty " "	180.00	"	
" " Hagerman " "	114.52	"	
Total length of bridges	908.84	feet	0.172 miles
Length of Project (Gross)			8.703 miles

Cost per mile, roadway $27,308.50

Estimated percentage of work to be completed on Sept. 1, 1931 100%

SUMMARY

Item	Total Cost	Federal Aid	Reimbursable Advance Funds	R. R. Funds	State Funds
Roadway					
(Sta. 104 to Sta. 151)	$17,497.70	$10,498.62 (60%)	$ --	$6,999.08	$ --
(Sta. 3+80 to 104)(151 to 145+[illegible])	52,838.02	26,334.50 (50%)	26,334.50	--	--
	$70,066.70	$36,783.12	$26,334.50	$6,999.08	$ --
6 Bridges	111,465.75	56,872.45 (60%)	--	5,182.57	48,410.93
Totals (all work)	$181,532.45	$101,[illegible]2.57	$26,334.50	$15,[illegible]	$48,410.93

THE FEDERAL HIGHWAY ACT

Form P. R. 2

State Oregon

Project No. 137, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of March, 1931, by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of November, 1927, a project statement, which was approved by the Secretary on the 11th day of January, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 23rd day of September 1930, and approved by the Secretary on the 30th day of March, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred three thousand, eight hundred thirty-two and 85/100 dollars ($103,832.85) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

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FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(c) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department)

*(c) By the Southern Pacific Railway, $15,169.37, in accordance with order of the Public Service Commission, under date of August 22, 1930.

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 2+80.0 on Front Street in the town of Tillamook, and survey station 145+69.0 in the S.E.¼ of Sec. 12, T.1 S., R.10 W., W.M., at the south end of the existing bridge across Kilchis River,

terminal points, a distance of 2.700 miles, known locally as the Roosevelt Coast Highway between Astoria and Zebo, Tillamook County, being Section A of Oregon Federal Aid Project No. 137, consisting of 2.547 miles of roadway and six bridges of more than 20 ft. clear span 0.153 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ..... (Include amount, date, and citation of Chap. 175, Laws of 1917; Chap. 71, Laws of 1920.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $61,589.00, Federal Aid $36,953.40; six bridges, approved estimate $111,465.75, Federal Aid $66,879.45.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(d) The Highway Department hereby agrees that it will initiate, or cause to be initiated, such action as may be necessary to secure the installation of safeguards at the railroad grade crossing at the south end of said project adequate for the protection of grade crossings of that class.

(e) It is mutually agreed that the existing bridge across the Kilchis River at the north end of said project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred three thousand, eight hundred thirty-two and 85/100 dollars ($ 103,832.85), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventy-three thousand, fifty-four and 75/100 dollars ($ 173,054.75), the approved total estimated cost of Section A of said project.

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6

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____
(Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Montana
(Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

_____

_____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(d) By the

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 30th day of March, 1931.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____
Acting Secretary of Agriculture.

O. K. R. H.
8-4518

Form PR. 6—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 2+50.0 on Front Street in the town of Tillamook, and survey station 145+69.0 in the S.E.¼ of Sec.12, T.1 S., R.10 W., W.M., at the south end of the existing bridge across Kilchis River, locally known as the Roosevelt Coast Highway between Astoria and Hebo, Tillamook County, and designated in the records of this Department as Section A of Project No. 137, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $73,054.75 as the total estimated cost of Section A of said project, and the sum of $103,232.85 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed authorised Federal pro rata share the amount of said total estimated cost.

Done at the city of Washington, this 30th day of March one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

GPO 8—4839

#1244

PR 1376

[illegible] OREGON

April 9, 1931

Mr. J. M. Lawrence
Insurance-Loands-Investments
Bend, Oregon

Dear Sir:

Reply is made to your letter of the 4th instant concerning the claim of Cecil Floyd in the sum of $172.35 against Johns & Harkins to whom the State Highway Commission awarded the contract for the construction of the Hampton-Lake County Line Section of the Central Oregon Highway.

Your understanding that this contract was not finished by Johns and Harkins is very nearly correct. Johns & Harkins were unable to complete the contract and the work was turned over to C. E. Gilbaugh to finish. Payments have been made to the surety company, including final payment, so there are no moneys being held by the State Highway Commission on this contract. We would suggest that you take the matter up with the agent for the surety company who in this instance is the United States Fidelity & Guaranty Co., C. O. Price, Agent, with offices in the Porter Building, Portland, Oregon. Should you secure no satisfaction by so doing, then notice should be filed with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we inclose.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

MBG:W
Inc.

PHONE 149 W

J. M. LAWRENCE

INSURANCE - LOANS - INVESTMENTS

BEND, OREGON

April 4, 1931.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Mr. Cecil Floyd has a claim for labor performed under Johns & Harkins on the Hampton Lake County Line Job, between Bend and Burns, that was settled and approved for payment for $172.35 under date of February 24, 1931. It is understood that Johns & Harkins were unable to complete their contract and their surety, U. S. Fidelity & Guaranty Company, assumed their obligation and employed C. E. Silbaugh to finish the work. The Floyd claim was assigned to Silbaugh, who was to collect and make accounting. Mr Floyd, with serious illness in his family and no employment, is in great distress for funds thus earned and can get no information from either Mr. Silbaugh or the surety company as to whether this claim has been paid, or, if not, when it is likely to be. Will you please let us know the status of this matter?

Very truly yours,

J. M. Lawrence

Funds can be sent

ANSWERED
H. B. G.

IR 137a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

February 26, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of agreement for Oregon Federal Aid Project No. 137, section A, Hoquarten-Dougherty-Hall Sloughs section of the Roosevelt Coast Highway.

The enclosed agreements include a clause in Article III obligating the State to provide adequate protection of the railroad grade crossing at the south end of the project. They also include the customary nonparticipating clause covering the existing bridge at the north end of the project.

Mr. Reeves' letter of September 27, 1930, sent us copies of Major Kuentz's July 29 letter advising you of War Department approval of the Wilson River Bridge, but did not send us copies of the instrument of approval issued by the War Department. These are required, and four certified copies should be forwarded as soon as convenient.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. [illegible]ott
Senior Highwe[illegible] Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE

PR 137a

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

POST OFFICE BUILDING
PORTLAND, OREG.

December 20, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to the proposed project agreement estimates dated October 9th for Kilchis River - Tillamook Section of the Roosevelt Coast Highway, Oregon F.A.P. No. 137-A.

The last sheet of this estimate does not show any railroad funds. From P.S.E. Order No. 1864, we understand that the railroad is to cooperate to the extent of 40% of the cost of the Juno overcrossing. Will you kindly revise the summary, showing the amount of funds to be furnished by the Railroad Company.

We would like to have any information which may be available concerning the present status of the right-of-way difficulty in the vicinity of the Juno overcrossing.

Very truly yours,

W. H. LYNCH
District Engineer.

OE GG 137-A

January 18, 1951.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of December 20th, we are enclosing herewith six copies of the revised summary of the project agreement estimate for the Kilchis River-Tillamook Section, Project 137-A, which summary has been revised to show the cooperation from the railroad company.

In connection with the inquiry contained in the last paragraph of your letter regarding the right-of-way on this section, please be advised that all required right-of-way has been secured at this time.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

137-A

Sub-total (bridges)	$101,342.80
10% Engr. & Cont.	10,133.95
Total	$111,476.75

Length of Roadway		2.547 Miles
Length of June Overcrossing	160.00 ft.	
Length of Wilson River Bridge	184.34 "	
Length of Wilson River Slough Br.	120.00 "	
Length of Hall Slough Bridge	80.00 "	
Length of Dougherty Slough Bridge	130.00 "	
Length of Boquarten Slough Bridge	114.50 "	
Total length of bridges	808.84 ft.	0.153 miles.
Length of project (gross)		2.700 miles.

Cost per mile (roadway) $24,180.90.

SUMMARY

Item	Total Cost	Federal Aid Funds	State Funds	B. H. Funds	Length
Roadway	$61580.00	$36,953.40 (60%)	$17,135.60	$7500.00	2.547
6 Bridges	111,476.75	66,870.45 (60%)	36,616.23	8189.97	0.153
	$173,056.75	$103,823.85	$54,082.83	$15,189.97	2.700

State funds for construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for maintenance: Chapter 41, Laws 1927.

BR 137a

November 5, 1930

Clackamas Construction Company
Oregon City, Oregon

Gentlemen:

Herewith for your records and files are executed copies of contracts recently awarded to you by the State Highway Commission for the construction of bridges over Wilson River & Wilson River Slough, Hoquarton, Hall & Dougherty Sloughs and an overcrossing over the Southern Pacific Tracks, all in Tillamook County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

PR137a

October 27, 1930

Clackamas Construction Company
Oregon City, Oregon

Gentlemen:

We are returning to you today by express four copies of each of the following contracts recently awarded to you by the State Highway Commission to cover the following works

Contract #1224 construction of bridges over Ecquarton, Hall and Dougherty Sloughs.

Contract #1225 covering construction of Jume overcrossing over the Southern Pacific tracks.

Contract #1226 for the construction of bridges over Wilson River and Wilson River Slough, all being in Tillamook County.

Inspection of these contracts reveals the fact that the seal of your corporation has not been affixed to the contract agreement on Page 182. Please affix this seal to each copy and return them all to this office for further disposal. Your early attention to this matter is requested.

Very truly yours

Roy A. Klein
State Highway Engineer

By

E. B. [illegible]
Chief Clerk

EBM:W

PR137a

October 27, 1930

Clackamas Construction Company
Oregon City, Oregon

Gentlemen:

We are returning to you today by express four copies of each of the following contracts recently awarded to you by the State Highway Commission to cover the following works

Contract #1224 construction of bridges over Haquarton, Hall and Dougherty Sloughs.

Contract #1225 covering construction of June overcrossing over the Southern Pacific tracks.

Contract #1226 for the construction of bridges over Wilson River and Wilson River Slough, all being in Tillamook County.

Inspection of these constracts reveals the fact that the seal of your corporation has not been affixed to the contract agreement on Page 182. Please affix this seal to each copy and return them all to this office for further disposal. Your early attention to this matter is requested.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Slinger
Chief Clerk

RAK:W

PR 137a

October 27, 1930

Clackamas Construction Company
Oregon City, Oregon

Gentlemen:

We are returning to you today by express four copies of each of the following contracts recently awarded to you by the State Highway Commission to cover the following work:

Contract #1224 construction of bridges over Hoquarton, Hall and Dougherty Sloughs.

Contract #1225 covering construction of Juno overcrossing over the Southern Pacific tracks.

Contract #1226 for the construction of bridges over Wilson River and Wilson River Slough, all being in Tillamook County.

Inspection of these constracts reveals the fact that the seal of your corporation has not been affixed to the contract agreement on Page 182. Please affix this seal to each copy and return them all to this office for further disposal. Your early attention to this matter is requested.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glover
Chief Clerk

HBG:W

PR137a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

October 14, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of your October 10th letter and the estimates which accompanied it for Oregon Federal Aid Project 137-A, Kilchis River-Tillamook Section of the Roosevelt Coast Highway.

In order that we may check this estimate it will be necessary to have information concerning the reduction which the Clackamas Construction Company agreed to. Perhaps the easiest way to submit this information is to forward the customary number of contracts.

The estimate will be held here pending receipt of this information from you.

Yours very truly,

W. H. Lynch
District Engineer

Tom

FORM S-K-1 S-16878 5000 6-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 14, 1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. D. Clarke:

I am returning herewith three copies of an agreement prepared by the Southern Pacific Company for execution by the County of Tillamook, the State of Oregon and the railroad company, covering the construction of the proposed Juno overcrossing. I also enclose two copies of a bond to which there is attached a copy of a proposed agreement, the agreement to be executed by the Clackamas Construction Company and some surety company, all of which papers , as stated, relate to the Juno overcrossing.

I presume that the Clackamas Construction Company's attorney will pass upon the bond and agreement prepared for execution by the Clackamas Construction Company, the surety company and the railroad company, However, so far as the state is concerned, I find nothing objectionable in the bond or the agreement other than,as pointed out in your letter, that the bond is for $25,000 while the contractor was told when he bid that a $10,000 bond was all that would be required. I think if the $25,000 bond is required the contractor can justly ask the state to pay the difference in the premium.

There are some objections to the contract prepared for the state and county, one of which is that the state is required to maintain the overcrossing at its sole cost and expense; at least, without cost to the company. I do not know whether or not reconstruction would come under the term "maintenance" as contemplated by the company.

The maintenance obligation, however, is not the most serious objection. The most serious objection is found in article or subdivision Four or that portion of said subdivision found on page 4 of the agreement, wherein the state and county are obligated to indemnify and make whole the company against all damages resulting from interruption of train service during the construction of the overhead crossing. This obligation is one

which the state cannot legally assume,and in my opinion is one which the railroad company has no right to exact, especially in view of the fact that the state is paying for a premium on the bond, the purpose of which is to protect the company against such loss or damage.

J. M. DEVERS

...ER, CHAIRMAN, PORTLAND
...ATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. D. CLARKE, DIVISION ENGINEER

SALEM

October 14, 1930

Mr. R. A. Klein
O f f i c e

File 29 PK

Dear Sir:

NOTED
State Highway Engineer

I hand you herewith form of agreement in triplicate submitted by the Southern Pacific Company in connection with construction of the Juno Crossing, and memorandum from Mr. Devers regarding the same.

It seems to me, as it does to Mr. Devers, that it should not be necessary for the Highway Commission to execute any agreement with the railroad company in such projects as these which are done under the authority of the Public Service Commission, and that the exaction of such an agreement by the railroad company is an unnecessary imposition. It is his opinion, as I understand it, that such a requirement would not be sustained by the courts and I agree with him, that it would be very desirable to have the question tried out. Whether or not it would be wise to undertake such a test in this case, where the contract for the crossing structure has already been let and the contractor is on the ground, is another matter and I question the advisability of doing so in this case.

Very truly yours

W. D. Clarke
Division Engineer

WDC:EF

In the

W O Clark sent these in.
You will notice they all for $25000.00
rather than $10000.00 as our
specifications let the contractors
The Clark Co also sent an
agreement for the Highway
Commission to agree which
has been turned over to Mr
Devere.

W O K

...ER, CHAIRMAN, PORTLAND
...ATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. D. CLARKE, DIVISION ENGINEER

SALEM

October 8, 1930

NOTED
State Highway Engineer

Mr. J. M. Devers
O f f i c e

File 29 PK

Dear Sir:

Herewith agreements submitted by the Southern Pacific Company in connection with the Juno Overhead Crossing north of Tillamook, which are handed to you for your inspection.

The contract for construction of this crossing, as prepared by our Bridge Department and submitted to the bidder for his signature, contains the requirement that agreement and bond must be furnished by the contractor to the Southern Pacific Company, as stated in the second "Whereas" of the agreement submitted herewith for contractor's signature. However, our bridge contract states that the amount of the bond furnished is to be $10,000, while it is noted that this agreement specifies an amount of $25,000.

Very truly yours

W. D. Clarke

W. D. Clarke
Division Engineer

VO'N:EF

PR137a

Oct. 10th, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Kilchis River-Tillamook Section, Project No. 137-A. In connection with this project, we were advised by Mr. Davis that the station of the city limits was not shown on the plans. Please be advised that this station is 9+45.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/er.
encl.

Oregon State Highway Department

Project No. 137-A

WILSON RIVER-TILLAMOOK SECTION

OF THE ROOSEVELT-COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices for structures and estimated prices for roadway)

Salem, Oregon, Oct. 8, 1930.

Roadway

All Required	Clearing and Grubbing			Est.	$6,000.00
81,000 cu. yds.	Excavation, single classification	$0.45	=		36,450.00
46,000 yd. sta.	Overhaul	.05	=		2,300.00
58,000 yd. mi.	Truck haul	.15	=		8,700.00
40 cu. yds.	Class "A" concrete	30.00	=		1,200.00
4,000 lbs.	Metal Reinforcement	.06	=		240.00
400 lin. ft.	18" concrete pipe	2.50	=		1,000.00
60 lin. ft.	36" " "	6.00	=		360.00
	Sub-total (Roadway)				$55,250.00
	10% Engr. and Cont.				5,500.00
	Total (Roadway)				$61,800.00

BRIDGES

Jump Overcrossing

275 cu. yds.	Excavation	$5.50	hr bill	$ 962.50
25 cu. yds.	" below plans	5.50	" "	97.50
400 cu. yds.	Class "A" concrete	21.00	" "	8,400.00
160 cu. yds.	Class "B" concrete	21.00	" "	3,360.00
95,000 lbs.	Metal reinforcement	.045	"	4,275.00
870 lin. ft.	Concrete handrail	4.50	" "	1,965.00
				$19,750.00
	Lump sum reduction as per contract			1,063.23
				$18,686.77

Wilson River Bridge

700 cu. yds.	Excavation	$ 5.00	hr bill	$ 3,500.00
70 " "	Excavation below plans	5.00	" "	350.00
3,200 lin. ft.	Foundation Piling	.50	" "	1,600.00
115 cu. yds.	Seal concrete	15.00	" "	1,725.00
110 cu. yds.	Class "B" concrete	20.00	" "	2,200.00
400 cu. yds.	Class "A" concrete	20.00	" "	8,000.00
220 cu. yds.	Class "B" concrete	20.00	" "	4,400.00
187,000 lbs.	Metal reinforcement	.045	"	8,415.00
365 lin. ft.	Concrete handrail	4.50	" "	1,642.50
				$35,832.50
	Lump sum reduction as per contract			637.58
				$35,194.92

Elkorn River Slough Bridge

190 cu. yds.	Excavation	$1.50	low	bid	$285.00
20 cu. yds.	Excavation below plans	1.50	"	"	30.00
1,700 lin. ft.	Foundation piling	.50	"	"	850.00
190 cu. yds.	Class "A" concrete	20.00	"	"	3,800.00
125 cu. yds.	Class "D" concrete	20.00	"	"	2,500.00
84,000 lbs.	Metal reinforcement	.045	"	"	3,420.00
230 lin. ft.	Concrete handrail	4.50	"	"	1,035.00
					$ 10,830.00
	Lump sum reduction as per contract				105.73
					$ 10,714.27

Hall Slough Bridge

75 cu. yds.	Excavation	$ 5.00			$ 375.00
10 cu. yds.	Excavation below plans	5.00			50.00
1,100 lin. ft.	Foundation piling	.50	low	bid	550.00
150 cu. yds.	Class "A" concrete	20.00	"	"	3,000.00
75 cu. yds.	Class "D" Concrete	20.00	"	"	1,500.00
40,000 lbs.	Metal reinforcement	.045	"	"	1,800.00
170 lin. ft.	Concrete handrail	4.50	"	"	765.00
All required	Remove old bridge and maintain traffic		"	"	800.00
					$ 8,840.00
	Lump sum reduction as per contract				84.43
					$ 8,755.57

Dougherty Slough Bridge

240 cu. yds.	Excavation	5.00	low	bid	$ 1,200.00
25 " "	Excavation below plans	5.00	"	"	125.00
1,100 lin. ft.	Foundation piling	.50	"	"	550.00
210 cu. yds.	Class "A" concrete	20.00	"	"	4,200.00
120 cu. yds.	Class "B" concrete	20.00	"	"	2,400.00
65,000 lbs.	Metal reinforcement	.045	"	"	2,925.00
270 lin. ft.	Concrete handrail	4.50	"	"	1,215.00
All required	Remove old bridge and maintain traffic		"	"	800.00
					$ 13,415.00
	Lump sum reduction as per contract				131.09
					$ 13,283.91

Hequarton Slough Bridge

550 cu. yds.	Excavation	5.00	low	bid	$ 2,750.00
20 cu. yds.	Excavation below plans	5.00	"	"	100.00
2,100 lin. ft.	Foundation piling	.50	"	"	1,050.00
70 cu. yds.	Seal concrete	15.00	"	"	1,050.00
240 cu. yds.	Class "A" concrete	20.00	"	"	4,800.00
140 cu. yds.	Class "D" concrete	20.00	"	"	2,800.00
80,000 lbs.	Metal reinforcement	.045	"	"	3,600.00
250 lin. ft.	Concrete handrail	4.50	"	"	1,035.00
					$ 17,185.00
	Lump sum reduction as per contract				167.94
					$ 17,017.06

	Sub-total (bridges)	$101,332.50
	10% Engr. & Cont.	10,133.25
	Total	$111,465.75

Length of Roadway		2.547 miles.
Length of Juno Overcrossing	180.00 ft.	
Length of Wilson River Bridge	184.34 "	
Length of Wilson River Slough Br.	120.00 "	
Length of Hall Slough Bridge	80.00 "	
Length of Dougherty Slough Br.	130.00	
Length of Hoquarton Slough Br.	114.50	
Total length of bridges	808.84 ft.	0.153 miles.
Length of project (gross)		2.700 miles.

Cost per mile (roadway) $24,180.99.

SUMMARY

Item	Total Cost	Federal Aid	Length
Roadway	$61,589.00	$36,953.40 (60%)	2.547
6 Bridges	111,465.75	66,879.45 (60%)	0.153
	$173,054.75	$103,832.85	2.700

State funds for construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State funds for maintenance: Chapter 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 137-A

POST OFFICE BUILDING
PORTLAND, OREG.

September 16, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Supplementing our letter of September 12 in response to yours of August 27 concerning the Kilchis River-Tillamook Section of the Roosevelt Coast Highway, we desire to state that the buildings on this project are a question of fact, regardless of your intention as to their removal or other disposition. Such buildings as are there when the project agreement is recommended must be counted. Property on which buildings stand but which may at some future date be removed cannot be considered as vacant.

Yours very truly,

W. H. Lynch
District Engineer

Davis, no. 9 in plans & Kilchis & Co
using 1930 census which
is less than 2500 population.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 12, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to Oregon F.A.P. No. 137-A, Kilchis River - Tillamook Section of the Roosevelt Coast Highway.

It is noted that the plans submitted have increased the length of the Hoquarton Slough Bridge four feet. This change will require a new proposal sheet to accompany the plans, showing the correct quantities.

It is also suggested that the project agreement estimate be submitted at your early convenience covering contract prices and quantities on bridges, with estimated prices on the grading, so that this may be sent with our approval of the plans and specifications.

Very truly yours,

W. H. LYNCH
District Engineer.

No change in quantities for

PR 1370

October 9, 1930

Clackamas Construction Company
Tillamook, Oregon

Gentlemen:

We are sending to you today by express four copies of each of the three contracts, #1224, 1225 and 1226, which were awarded you by the State Highway Commission at its meeting on September 25, which same are to replace the contracts previously sent to you in which were certain errors which were explained to you by Mr. Reeves. Please have these all signed by the proper officials of your company and the corporate seal affixed to each copy also have the bond completed by the bonding company. When this is done please return all copies of each contract to this office for further execution on the part of the State Highway Commission. In accordance with the usual practice, we will then furnish you with an executed copy of each contract for your records and files.

Kindly return to this office all copies of the original sets of contracts that were sent to you sometime ago.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaiger
Chief Clerk

HBG:W

FR 137a

October 1, 1950

Clackamas Construction Co.
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission at their meeting on September 25:

Contract No. 1224 for the construction of bridges over Hoquarton, Hall and Dougherty Sloughs near Tillamook on the Roosevelt Coast Highway in Tillamook County.

Contract No. 1225 for the construction of a bridge over the Southern Pacific Tracks near Tillamook on the Roosevelt Coast Highway in Tillamook County.

Contract No. 1226 for the construction of bridges over Wilson River and Wilson River Slough on the Roosevelt Coast Highway in Tillamook County near Tillamook, Oregon.

Will you kindly execute all four copies of each of these contracts at to agreement and bond and return them to this office for the approval of the Highway Commission. When this is done a fully executed copy of each will be returned to you for your records and files. We will also send an executed copy of each to the surety on the bonds.

Your attention is called to theparagraph on Page 176 of the contracts relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:W

PR 137a

August 27, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying the plans for the Kilchis River-Tillamook Section of the Roosevelt Coast Highway, Project No. 137-A. Five sets of blueprint plans and one set of original cross-sections covering this work are being sent under separate cover. The plans for the six bridges on which bids are being asked August 28th were previously sent to you by our Bridge Department.

With reference to the Juno Overcrossing, over the tracks of the Southern Pacific Company, we are enclosing a copy of Public Service Commission's Order No. 1864 which stipulates the work to be done and the basis on which the Railroad Company shall cooperate.

With reference to that portion of the project which is within the city limits of Tillamook, please be advised that the project has been terminated at a point where the buildings average a greater distance than 200 feet apart. In connection with this feature of the project, your attention is called to the note on the plans regarding the removal of certain buildings. Consequently in computing the average distance between buildings, the property on which the buildings to be removed now stand has been considered as vacant.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/er.
encl.

Oregon State Highway Department — Project No. 137-A

KILCHIS RIVER-TILLAMOOK SECTION

OF THE ROOSEVELT COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, Aug. 27th, 1930.

Roadway

All Required	Clearing and Grubbing			$6,000.00
81,000 cu. yds.	Excavation, Single Classification		$0.45	36,450.00
46,000 yd. sta.	Overhaul		0.03	1,380.00
52,000 yd. mi.	Truck Haul		0.18	9,360.00
40 cu. yds.	Class "A" Concrete		30.00	1,200.00
4,000 lbs.	Metal Reinforcement		0.06	240.00
400 lin. ft.	18" Concrete Pipe		2.50	1,000.00
60 lin. ft.	36" Concrete Pipe		6.00	360.00
	Sub-total (roadway)			$55,990.00
	10%			5,599.00
	Total (roadway)			$61,589.00

BRIDGES

Juno Overcrossing

275 cu. yds.	Excavation	4.00	1,100.00
25 cu. yds.	Excavation below plans	6.00	150.00
400 cu. yds.	Class "A" Concrete	22.00	8,800.00
160 cu. yds.	Class "D" Concrete	22.00	3,520.00
95,000 lbs.	Metal Reinforcement	0.05	4,750.00
370 lin. ft.	Concrete Handrail	5.00	1,850.00
			$20,170.00

Wilson River Bridge

700 cu. yds.	Excavation	4.00	2,800.00
70 cu. yds.	Excavation below plans	6.00	420.00
3,200 lin. ft.	Foundation Piling	0.50	1,600.00
115 cu. yds.	Seal Concrete	18.00	2,070.00
110 cu. yds.	Class "B" Concrete	21.00	2,310.00
480 cu. yds.	Class "A" Concrete	24.00	11,520.00
220 cu. yds.	Class "D" Concrete	22.00	4,840.00
187000 lbs.	Metal Reinforcement	0.05	9,350.00
385 lin. ft.	Concrete Handrail	5.00	1,925.00
			$34,835.00

Siletz River Slough Bridge

190 cu. yds.	Excavation	$5.00	$570.00
20 cu. yds.	Excavation below plans	6.00	120.00
1,700 lin. ft.	Foundation Piling	0.50	850.00
190 cu. yds.	Class "A" Concrete	21.00	3,990.00
115 cu. yds.	Class "D" Concrete	21.00	2,415.00
54,000 lbs.	Metal Reinforcement	0.05	2,700.00
250 lin. ft.	Concrete Handrail	5.00	1,250.00
			$11,995.00

Hall Slough Bridge

75 cu. yds.	Excavation	5.00	375.00
10 cu. yds.	Excavation below plans	8.00	80.00
1,100 lin. ft.	Foundation Piling	0.50	550.00
150 cu. yds.	Class "A" Concrete	21.00	3,150.00
75 cu. yds.	Class "D" Concrete	21.00	1,575.00
40,000 lbs.	Metal Reinforcement	0.05	2,000.00
170 lin. ft.	Concrete Handrail	5.00	850.00
All Required	Remove old bridge and maint. traffic		500.00
			9,080.00

Dougherty Slough Bridge

240 cu. yds.	Excavation	5.00	1,200.00
35 cu. yds.	Excavation below plans	8.00	280.00
1,100 lin. ft.	Foundation Piling	0.50	550.00
210 cu. yds.	Class "A" Concrete	21.00	4,410.00
120 cu. yds.	Class "D" Concrete	21.00	2,520.00
65,000 lbs.	Metal Reinforcement	0.05	3,250.00
270 lin. ft.	Concrete Handrail	5.00	1,350.00
All Required	Remove old bridge and maintain traffic		800.00
			$15,980.00

Hogarton Slough Bridge

550 cu. yds.	Excavation	5.00	2,750.00
20 cu. yds.	Excavation below plans	8.00	160.00
2,100 lin. ft.	Foundation Piling	0.50	1,050.00
70 cu. yds.	Seal Concrete	18.00	1,260.00
240 cu. yds.	Class "A" Concrete	21.00	5,040.00
140 cu. yds.	Class "D" Concrete	21.00	2,940.00
80,000 lbs.	Metal Reinforcement	0.05	4,000.00
230 lin. ft.	Concrete Handrail	5.00	1,150.00
			$ 18,350.00

Sub-total (Structures)	$110,310.00
10% Engr. and Cont.	11,031.00
Total (Structure)	$121,341.00

Length of roadway		2.548 miles
Length of Juno Overcrossing	180. ft.	
Length of Wilson River Bridge	184.25 ft.	
Length of Wilson River Slough Bridge	180. ft.	
Length of Hall Slough Bridge	80. ft.	
Length of Dougherty Slough	130. ft.	
Length of Hequarton Slough	110.5 ft.	
Length of Bridges	804.85 ft.	-0.152 miles
Length of Project (gross)		2.700 miles
Cost per mile (Roadway)	$24,171.50	

SUMMARY

Item	Total Cost	Federal Aid	Length
Roadway	$61,589.00	$36,953.40 (60%)	2.548
6 Bridges	121,341.00	72,804.60 (60%)	.152
Totals	$182,930.00	$109,758.00	2.700

RECEIVED
FOR FILING

PP 137A

RESOLUTION

WHEREAS, State Highway No. 9 of the State of Oregon, is officially routed through the City of Tillamook, Tillamook County, Oregon, a municipal corporation, traversing throughout on Second Avenue East of said City: and

WHEREAS, Said State Highway No. 9 is a Federal Aid Project and the United States Bureau of Public Roads require a guarantee by the City authorities that no encroachments will be permitted upon the highway of said Federal Aid Projects where a portion thereof lies within the corporate limits of Cities or Towns,

NOW THEREFORE, BE AND IT IS HEREBY RESOLVED, By the Common Council of the City of Tillamook City, Tillamook County, Oregon, that no encroachments will be allowed on Second Avenue East of said City, traversed by said State Highway No.9 of the State of Oregon, a Federal Aid Project, which will in any way interfere with the free flow of traffic on said highway through said City.

Passed by the Common Council of the City of Tillamook City, Tillamook County, Oregon, this 2nd day of September, 1930.

(Signed) B. E. KING
Mayor

ATTEST

Ira W. White (Signed)
City Recorder

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Tillamook City, Tillamook County, Oregon, on September 2nd, 1930, at the regular meeting of said Common Council.

Dated this 3rd day of September, A. D., 1930.

Ira W. White (Signed)
City Recorder

CONTRACT #1225,

SEE:

CONTRACT #1224

5

12.9 Sr. : Contract 1774

CONTRACT #1226,

SEE:

CONTRACT #1224,

17

1.26 [illegible]: Contract 12.4

CONTRACT # 1228,

January 9, 1934

Carey, Hart, Spencer & McCulloch
1410 Yeon Building
Portland, Oregon

Gentlemen:

Responding to your request of January 4th I am returning to you herewith certified copy of the claim of the Great Northern Railway Company against the Union Construction Company, the original of which claim was filed in the office of the State Highway Commission on August 5, 1931.

Youre very truly
STATE HIGHWAY COMMISSION

By

Secretary

HEC:MC

encl.

136-D

CAREY, HART, SPENCER AND McCULLOCH
(CAREY AND KERR)
LAW OFFICES
1410 YEON BUILDING

JAMES B. KERR
1907 - 1930

CHARLES A. HART
OMAR C. SPENCER
CHARLES E. McCULLOCH
FLETCHER ROCKWOOD
IVAN F. PHIPPS
DAVID L. DAVIES
PHILIP CHIPMAN

PORTLAND, OREGON

January 4, 1934.

Secretary of the State Highway Commission,
Salem, Oregon.

Dear Sir:

We send you herewith copy of claim of the Great Northern Railway Company against the Union Construction Company. This claim was originally sent to you on August 4, 1931 and was received by you on August 5. An action has been commenced by the Great Northern Railway Company against the Surety Company on the Union Construction highway bond and it is necessary in this action to prove that the Railway Company filed its claim with the highway commission. We have attached to the claim a form of certificate which we wish you would execute and return to us at your earliest convenience.

Yours truly,
Carey, Hart, Spencer & McCulloch

Enclosure.

November 15, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith four copies of final voucher for Project No. 136-B, in the amount of $9,778.70. The statement of actual costs which accompanies the voucher has been revised to include the rental costs of small tools, this change being made as suggested in your letter of October 28th. However, for the reason that the actual cost considerably overran the cost based on agreed unit prices, no change in the amount claimed by the voucher was necessary.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EH.

Encl.

STENCIL NO. 124

PR 136 D

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore.F.A.P. 136-D

Post Office Building,
Portland, Oregon,

Feb. 4, 1932.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

RECEIVED
FEB 1932
STATE HIGHWAY COMMISSION

Very truly yours,
W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

P.S. Enclosed also is an approved copy of detail estimate upon which the modified project agreement was based, together with special provisions.

A44-8213

Oregon Federal Aid Project No. 136, Section D.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 20, 1930, by the State Highway Commission of Oregon, and on December 13, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 136, Section D; and

WHEREAS, the plans and specifications previously approved for said Section D provided for the construction of 12.5 miles of graded road and 2 bridges of more than 20 ft. clear span, 0.025 of a mile in length, in Lake County, for which the estimate approved was $37,189.90, and $23,143.26 Federal funds were set aside to the credit of said Section D; and

WHEREAS, the construction of said Section D in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $36,732.98, and voucher in the sum of $22,613.11 has been passed for payment as the share of the Federal Government on said Section D; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section D and a revision of the plans, specifications and estimate approved therefor to provide for the construction of "Gravel Topping," or subbase, 18 ft. wide and 4 inches thick, between survey stations 4438+37 and 5024+00,

a distance of 11.08 miles, at an estimated cost of $17,787.00; and by reason thereof has requested that the estimate of cost approved for said Section D be increased from the previous actual cost of $36,732.98 to $54,519.98, and that the Federal funds approved and set aside to the credit of said Section D be increased from the previous actual payment of $22,613.11 to $33,681.96;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon, and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section D be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of thirty-three thousand, six hundred eighty-one and 96/100 dollars ($33,681.96), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (b) to read:

> "(b) By the State, for the additional work involved in the reopening of said project, from funds available for expenditure by the State under Chap. 175, Laws of 1917; Chap. 31, Laws of 1920."

Paragraph (b) of Article III shall read:

> "(b) The estimate of cost and the amount of Federal aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows:

Roadway, approved estimate $49,559.98, Federal Aid $30,841.17; two bridges, approved estimate $4,960.00, Federal Aid $3,840.79."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of thirty-three thousand, six hundred eighty-one and 96/100 dollars ($33,681.96), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-four thousand, five hundred nineteen and 98/100 dollars ($54,519.98), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 113.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 21st day of December, 1931, and the Secretary of Agriculture on the 20th day of January, 1932.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission.

By _____
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. 136, Section D.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 136-D, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 54,519.98 in lieu of the previous actual payment of $22,613.11, as the total estimated cost of said project, and the sum of $ 33,681.96 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 20th day of January one thousand nine hundred and Thirty-two

R. M. Hudson
Acting Secretary of Agriculture.

CWS

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

PR 136D.

January 11, 1932

Mr. John Lichty,
Attorney at Law,
507 Failing Building,
Portland, Oregon.

Dear Sir:

In response to your inquiry of January 9th we wish to advise that the completion date of the Union Construction Company contracts was as follows:

Contract No. 1203 which covered the construction of the La Grande-Hot Lake Section of the Old Oregon Trail in Union County, was completed on December 10th, 1930.

Contract No. 1233 which covered the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, completed on February 14th, 1931.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

JOHN LICHTY
ATTORNEY AT LAW
507 FAILING BUILDING
PORTLAND, OREGON

January 9, 1932

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: Union Construction Company

Gentlemen:

Will you kindly advise me the date of acceptance by the State of Oregon of the following contracts:

State Highway Contract No. 1203 Dec. 10, 1930
and
State Highway Contract No. 1228. Feb. 14, 1931

Thanking you in advance for this information, I remain

Very truly yours,

John Lichty

L:RC:A

John Lichty.

PR 136 D

PR

OREGON STATE HIGHWAY COMMISSION

December 24, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Confirming our telephone conversation with Mr. Davis, relative to the construction of gravel topping on the Silver Lake-Picture Rock Pass Section of the Fremont Highway, this will advise that it is our plan to make payment to the individuals engaged in the hauling of the gravel on a yard mile basis rather than on a per hour basis, the rate of payment to be $0.12 per yard mile.

The loading of the gravel and the distribution of the same on the road will be handled on a day labor basis.

If these arrangements do not meet with your approval, please so advise.

Very truly yours,

REX A. ELKIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

December 21, 1931.

RECEIVED
DEC 23 1931
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been planning on the surfacing of the Silver Lake-Picture Rock Pass Section of the Fremont Highway and have come to the conclusion that the easiest way to pay for the hauling would be on a yard mile basis rather than pay the trucks by the hour.

The average haul on this job will be somewhere around five miles and it will be very hard to run the trucks so that they will get eight hours work without running over into a lot of over time.

We thought that we could set up a schedule of prices and then let whoever wanted to haul at our price go to work. In this way we could get the men to do their best.

The way prices have been going lately, we could probably get the gravel hauled for eleven or twelve cents per yard mile. The best set up would probably be to pay them about twelve cents per yard mile for gravel delivered within two miles of the pit and ten cents per yard mile for gravel hauled over two miles. We think that the trucks could make a dollar an hour at these prices. 15¢ yd. mile.

The hardest matter to handle in this connection would be the payment to these truck men unless we could just show yard miles on the payroll and pay them the same as we do when they aork by the hour.

If this meets with your approval and there is no objection on the part of the U. S. B. P. R., will you please advise us.

Of course the three or four trucks that the County is furnishing us free of charge will have to be run by us in the usual manner.

Mr. Slavens, who is going to run the job, is going to look around and find out how many of the local people will wish to bid on the loading. Up to the present we have had two parties who live near Silver Lake, express a desire to bid on that part of the work.

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Lytle
K. D. Lytle
Div. Office Engineer

kdl/c

Mr. Klein phone Lytle to
pay for hauling at 12¢ per
yard mile but to do
loading by day labor.

PF 136D.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

December 17, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Pinetum Rock Pass Project

Dear Sir:

Enclosed for signature and return to this office are three copies of agreement for Oregon Federal Aid Project No. 136-D.

As you have already been advised, this project has been approved subject to the condition that no rental charge for State owned equipment used on the work will be included in the unit prices upon which payment is claimed in Federal Aid vouchers.

Paragraph (c) of Article III of the original agreement obligates the State to place a surfacing that will adequately meet existing and future traffic requirements. This condition is not fulfilled by the proposed improvement of gravel topping, but the paragraph referred to remains in effect.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

Ref/

PRI 36 D

December 9, 1931.

Mr. C. W. Wanzer,
Highway Division Engineer,
Bend, Oregon.

Dear Sirs Attention: Mr. K. D. Lytle

In reply to your letter of December 8th, this will advise that it will be necessary to submit a major betterment order for the gravel topping to be constructed on the Silver Lake-Picture Rock Pass Section, the same as for any other state force major betterment operation. The prefix to be used in connection with this work is 19_EPM.

We are enclosing herewith a copy of the special provisions and estimate of cost which were submitted to the Bureau of Public Roads.

Upon completion of the project, we will be required to submit to the Bureau of Public Roads a final estimate the same as is required for a contract job, and, in addition, we will be required to submit a statement of actual cost, which statement must show the unit costs for each of the items in the estimate. Please, therefore, instruct the resident engineer to keep a segregation of the cost which will make possible the preparation of such a statement.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

PROJECT NO. 136-2

SILVER LAKE-PICTURE ROCK PASS SECTION

Description of Work

The work to be done on this project consists of the placing, by state forces, of a pit-run gravel topping between Station 4438+27 and Station 5024+00, the cross-section of the topping to be as indicated by the typical cross-section plan.

Materials

The gravel to be used in the construction of the topping shall be clean and durable pit-run gravel obtained from the following sources:

1. Gravel deposit 300 feet to the left of Station 5024+00.

2. Gravel deposit 270 feet to the right of Station 4129+10, which station is approximately 8.5 miles south of the south end of the project.

Details of Construction

Before the topping materials are placed, the roadbed shall be reshaped and made smooth and free from ruts and irregularities by means of blade graders, and a trench shall be constructed in such manner that after the gravel topping is placed the finished roadbed shall be as indicated by the typical cross-section plan. The materials excavated from the trench shall be deposited on the shoulders of the roadbed and after the placing of the topping materials, a part of the excavated materials shall be bladed onto, and mixed with the gravel topping, to properly bind it. The balance of the materials excavated from the trench shall be used to construct the earth shoulders to the cross-section indicated.

The gravel topping materials shall finally be bladed to smooth surface and to specified crown, and allowed to compact under traffic.

Measurement and Payment

The quantities of topping materials shall be determined by measurement of the materials in the trucks at the point of loading. These materials shall be designated as "Gravel Topping," the cost of which shall be computed on a cubic yard basis and shall cover all blading, reshaping and all other work performed on the roadbed, prior and subsequent to the placing of the topping materials, the loading of the gravel into the trucks at the gravel pits, and the spreading of the gravel onto the roadbed.

The hauling of the materials from the pits to the point of deposit shall be designated as "Hauling Topping Materials", and the quantity for this item shall be the number of yard miles of hauling performed in transporting the topping materials from the pits to the point of deposit. The haul distances will be measured in half mile units.

[illegible] Project No. [illegible] (Resp.)

[illegible]

(Estimate as basis for unit[illegible] agreement, based on estimated costs of construction by state forces, a [illegible] between Sta. [illegible] and Sta. [illegible].

Salem, Oregon, Dec. 9, 1931.

[illegible]

[illegible]	[illegible]	[illegible]	$ 5,575.00
[illegible]	[illegible]	[illegible]	[illegible]
			$16,170.00
[illegible]			[illegible]
			$17,707.00

[illegible]

[illegible] ---------- [illegible]

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Oregon State Highway Department — Project No. 136-D (Resp.)

SILVER LAKE-PICTURE ROCK PASS SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for modified agreement. Based on estimated costs of constructing, by state forces, a gravel topping between Sta. 4438+27 and Sta. 5024+00).

Salem, Oregon, Dec. 9, 1931.

New Work (Sta. 4438+27 to Sta. 5024+00)

12,600 cu. yds.	Gravel Topping	$0.45	$ 5,670.00
70,000 yd. mi.	Hauling Topping Materials	0.15	10,500.00
			$16,170.00
	10% Engr. & Cont.		1,617.00
			$17,787.00

Federal Aid requested on new work at

62.23% of $17,787.00- - - - - - - - - $11,068.85

9-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

December 8, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert.

RECEIVED
DEC 1931

Dear Sir:

We have been advised by Mr. Klein that it is all right to go ahead with the surfacing of the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Before starting this we would like to know whether or not it will be necessary for us to submit a Major Betterment Work Order. We would also like to have you send us a copy of the specifications submitted to the Government. Will you also please assign a job prefix for this work?

19EPM

Yours very truly

C. W. Wanzer
Division Engineer

By K D Lytle
K. D. Lytle
Div. Office Engineer

kdl/c
cc. Mr. R. H. Baldock.

PF136D

December 2, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of December 1st, we are enclosing herewith six copies of an analysis of cost, covering the item of gravel topping on the Silver Lake-Picture Rock Pass Section, Project No. 136-D.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

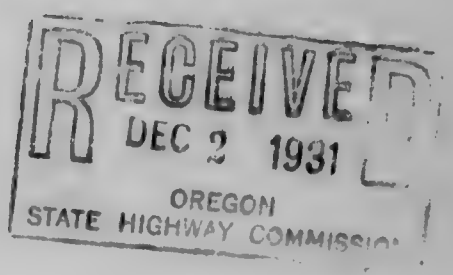
encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

December 1, 1931



Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of estimate, special provisions, and section sheet for Oregon Federal Aid Project No. 136-D for the purpose of placing a sub-grade stabilizer. As this work is to be done by State forces, it will be necessary to submit cost analysis covering the gravel topping and papers will be held in this office pending receipt of same.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Elliott
Sr. Highway Engineer

December 1, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of estimate, special provisions, and section sheet for Oregon Federal Aid Project No. 136-D for the purpose of placing a sub-grade stabilizer. As this work is to be done by State forces, it will be necessary to submit cost analysis covering the gravel topping and papers will be held in this office pending receipt of same.

Very truly yours,

W. H. LYNCH
District Engineer

By
J. A. Elliott
Sr. Highway Engineer

[redacted]

[redacted]

[redacted]

Preparation of headlands - - - - - - - - $0.05 per cu. yd.

Loading material into trucks - - - - 0.30 " " "

Street Work - - - - - - - - - - - - - [redacted] " " "

Total - - - - - $0.45 " " "

SILVER LAKE-PLAYFIELD PARK

Project No. 135-2

Analysis of Cost for Gravel Surface

Preparation of Roadbed- - - - - - - -	$0.05 per cu. yd.
Loading material into trucks- - - -	0.30 " " "
Street Work- - - - - - - - - - - - -	0.10 " " "
Total- - - - -	$0.45 " " "

PF 136 D

November 28, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

We are enclosing herewith six copies of estimate and five sets of special provisions, covering the Silver Lake-Picture Rock Pass Section, Project No. 136-D. These papers are being submitted for the purpose of securing federal cooperation on the work of placing a gravel topping on the project, and which work is to be done by state forces as an emergency project.

We are sending, under separate cover, five blueprint copies of Sheet No. 2 of the plans, which sheet has been revised to show the typical section of the proposed gravel topping.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. Nash,
Assistant Office Engineer.

JWN:ER

encl.

Oregon State Highway Department — Project No. 136-B (Reapp.)

SILVER LAKE-FICTURE ROCK PASS SECTION

OF THE PREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for modified agreement. Based on estimated costs of constructing, by state forces, a gravel topping between Sta. 4430+27 and Sta. 5024+00).

Salem, Oregon, Nov. 23, 1931.

Final Cost as Shown by Final Voucher

Final Cost on Roadways

Engineer's Final Estimate	$ 29,679.00
Engineering and Contingencies	2,093.98
Totals.....	$ 31,772.98

Final Cost on Bridges over 20' Spans

Agreement Estimate	$ 4,130.00
Overruns	460.26
Engineering and Contingencies	369.74
Total.....	$ 4,960.00

Total Cost on which Federal Aid was computed:

Roadway	$ 31,772.98
Bridges	4,565.00

Total Federal Aid Paid:

Roadway	$ 19,777.32
Bridges	2,840.79

Length of Roadway	12.500 miles
" " 2 Trestles	.025 "
Total Length of Project	12.525 "
Cost per mile, roadway	$ 2,542.23
Federal Aid paid per mile	1,582.18

New Work (Sta. 4430+27 to Sta. 5024+00)

12,600 cu. yds.	Gravel Topping	$0.45	$ 5,670.00
70,000 yd. mi.	Hauling Topping Materials	0.15	10,500.00
			$16,170.00
	10% Engr. & Cont.		1,617.00
			$17,787.00

Length of Reopened Portion (gross)	11.105	miles
" " 2 Bridges, 133 ft.	.025	"
" " Reopened Roadway	11.080	"
Cost per mile	$1,605.32	

Federal Aid allowable on new work, -

$18,669.00 - $1,582.18 = $17,086.82 per mile.

Total Federal Aid allowable, 11.030 miles at $17,086.82 = $189,321.96

Federal Aid requested on new work at

62.23% of $17,737.00 - - - - - - - -$11,038.85

State funds for construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

" " " maintenance: Chapter 41, Laws 1927.

PROJECT NO. 136-B

SILVER LAKE-PICTURE ROCK PASS SECTION

Description of Work

The work to be done on this project consists of the placing, by state forces, of a pit-run gravel topping between Station 4433+27 and Station 5024+00, the cross-section of the topping to be as indicated by the typical cross-section plan.

Materials

The gravel to be used in the construction of the topping shall be clean and durable pit-run gravel obtained from the following sources:

1. Gravel deposit 300 feet to the left of Station 5024+00.

2. Gravel deposit 270 feet to the right of Station 4129+10, which station is approximately 8.5 miles south of the south end of the project.

Details of Construction

Before the topping materials are placed, the roadbed shall be reshaped and made smooth and free from ruts and irregularities by means of blade graders, and a trench shall be constructed in such manner that after the gravel topping is placed the finished roadbed shall be as indicated by the typical cross-section plan. The materials excavated from the trench shall be deposited on the shoulders of the roadbed and after the placing of the topping materials, a part of the excavated materials shall be bladed onto, and mixed with the gravel topping, to properly bind it. The balance of the materials excavated from the trench shall be used to construct the earth shoulders to the cross-section indicated.

The gravel topping materials shall finally be bladed to smooth surface and to specified crown, and allowed to compact under traffic.

Measurement and Payment

The quantities of topping materials shall be determined by measurement of the materials in the trucks at the point of loading. These materials shall be designated as "Gravel Topping," the cost of which shall be computed on a cubic yard basis and shall cover all blading, reshaping and all other work performed on the roadbed, prior and subsequent to the placing of the topping materials, the loading of the gravel into the trucks at the gravel pits, and the spreading of the gravel onto the roadbed.

The hauling of the materials from the pits to the point of deposit shall be designated as "Hauling Topping Materials" and the quantity for this item shall be the number of yard miles of hauling performed in transporting the topping materials from the pits to the point of deposits. The haul distances will be measured in half mile units.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

PROJECT NO. 136-B

SILVER LAKE-FICTURE ROCK PASS SECTION

Description of Work

The work to be done on this project consists of the placing, by state forces, of a pit-run gravel topping between Station 4438+27 and Station 5024+00, the cross-section of the topping to be as indicated by the typical cross-section plan.

Materials

The gravel to be used in the construction of the topping shall be clean and durable pit-run gravel obtained from the following sources:

1. Gravel deposit 300 feet to the left of Station 5024+00.

2. Gravel deposit 270 feet to the right of Station 4129+10, which station is approximately 8.5 miles south of the south end of the project.

Details of Construction

Before the topping materials are placed, the roadbed shall be reshaped and made smooth and free from ruts and irregularities by means of blade graders, and a trench shall be constructed in such manner that after the gravel topping is placed the finished roadbed shall be as indicated by the typical cross-section plan. The materials excavated from the trench shall be deposited on the shoulders of the roadbed and after the placing of the topping materials, a part of the excavated materials shall be bladed onto, and mixed with the gravel topping, to properly bind it. The balance of the materials excavated from the trench shall be used to construct the earth shoulders to the cross-section indicated.

The gravel topping materials shall finally be bladed to smooth surface and to specified crown, and allowed to compact under traffic.

Measurement and Payment

The quantities of topping materials shall be determined by measurement of the materials in the trucks at the point of loading. These materials shall be designated as "Gravel Topping," the cost of which shall be computed on a cubic yard basis and shall cover all blading, reshaping and all other work performed on the roadbed, prior and subsequent to the placing of the topping materials, the loading of the gravel into the trucks at the gravel pits, and the spreading of the gravel onto the roadbed.

The hauling of the materials from the pits to the point of deposit shall be designated as "Hauling Topping Materials", and the quantity for this item shall be the number of part miles of hauling performed in transporting the topping materials from the pits to the point of deposit. The haul distances will be measured in half mile units.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

PROJECT NO. 136-B

SILVER LAKE-PLYMOUTH ROCK PASS SECTION

Description of Work

The work to be done on this project consists of the placing, by state forces, of a pit-run gravel topping between Station 4438+27 and Station 5024+00, the cross-section of the topping to be as indicated by the typical cross-section plan.

Materials

The gravel to be used in the construction of the topping shall be clean and durable pit-run gravel obtained from the following sources:

1. Gravel deposit 300 feet to the left of Station 5024+00.

2. Gravel deposit 270 feet to the right of Station 4129+10, which station is approximately 8.5 miles south of the south end of the project.

Details of Construction

Before the topping materials are placed, the roadbed shall be reshaped and made smooth and free from ruts and irregularities by means of blade graders, and a trench shall be constructed in such manner that after the gravel topping is placed the finished roadbed shall be as indicated by the typical cross-section plan. The materials excavated from the trench shall be deposited on the shoulders of the roadbed and after the placing of the topping materials, a part of the excavated materials shall be bladed onto, and mixed with the gravel topping, to properly bind it. The balance of the materials excavated from the trench shall be used to construct the earth shoulders to the cross-section indicated.

The gravel topping materials shall finally be bladed to smooth surface and to specified crown, and allowed to compact under traffic.

Measurement and Payment

The quantities of topping materials shall be determined by measurement of the materials in the trucks at the point of loading. These materials shall be designated as "Gravel Topping," the cost of which shall be computed on a cubic yard basis and shall cover all blading, reshaping and all other work performed on the roadbed, prior and subsequent to the placing of the topping materials, the loading of the gravel into the trucks at the gravel pits, and the spreading of the gravel onto the roadbed.

The hauling of the materials from the pits to the point of deposit shall be designated as "Hauling Topping Materials", and the quantity for this item shall be the number of yard miles of hauling performed in transporting the topping materials from the pits to the point of deposit. The haul distance will be measured in half mile units.

[illegible]

[illegible]

[illegible]

PROJECT NO. 136-B

SILVER LAKE-PLEASURE BOOK TANK SECTION

Description of Work

The work to be done on this project consists of the placing, by state forces, of a pit-run gravel topping between Station 4438+27 and Station 5024+00, the cross-section of the topping to be as indicated by the typical cross-section plan.

Materials

The gravel to be used in the construction of the topping shall be clean and durable pit-run gravel obtained from the following sources:

1. Gravel deposit 300 feet to the left of Station 5024+00.

2. Gravel deposit 270 feet to the right of Station 4129+10, which station is approximately 8.5 miles south of the south end of the project.

Details of Construction

Before the topping materials are placed, the roadbed shall be reshaped and made smooth and free from ruts and irregularities by means of blade graders, and a trench shall be constructed in such manner that after the gravel topping is placed the finished roadbed shall be as indicated by the typical cross-section plan. The materials excavated from the trench shall be deposited on the shoulders of the roadbed and after the placing of the topping materials, a part of the excavated materials shall be bladed onto, and mixed with the gravel topping, to properly bind it. The balance of the materials excavated from the trench shall be used to construct the earth shoulders to the cross-section indicated.

The gravel topping materials shall finally be bladed to smooth surface and to specified crown, and allowed to compact under traffic.

Measurement and Payment

The quantities of topping materials shall be determined by measurement of the materials in the trucks at the point of loading. These materials shall be designated as "Gravel Topping," the cost of which shall be computed on a cubic yard basis and shall cover all blading, reshaping and all other work performed on the roadbed, prior and subsequent to the placing of the topping materials, the loading of the gravel into the trucks at the gravel pits, and the spreading of the gravel onto the roadbed.

The hauling of the materials from the pits to the point of deposit shall be designated as "Hauling Topping Materials", and the quantity for this item shall be the number of yard miles of hauling performed in transporting the topping materials from the pits to the point of deposit. The haul distances will be measured in half mile units.

PROJECT NO. 136-B

SILVER LAKE-PICTURE ROCK PARK SECTION

Description of Work

The work to be done on this project consists of the placing, by state forces, of a pit-run gravel topping between Station 4438+27 and Station 5024+00, the cross-section of the topping to be as indicated by the typical cross-section plan.

Materials

The gravel to be used in the construction of the topping shall be clean and durable pit-run gravel obtained from the following sources:

1. Gravel deposit 300 feet to the left of Station 5024+00.

2. Gravel deposit 270 feet to the right of Station 4129+10, which station is approximately 8.5 miles south of the south end of the project.

Details of Construction

Before the topping materials are placed, the roadbed shall be reshaped and made smooth and free from ruts and irregularities by means of blade graders, and a trench shall be constructed in such manner that after the gravel topping is placed the finished roadbed shall be as indicated by the typical cross-section plan. The materials excavated from the trench shall be deposited on the shoulders of the roadbed and after the placing of the topping materials, a part of the excavated materials shall be bladed onto, and mixed with the gravel topping, to properly bind it. The balance of the materials excavated from the trench shall be used to construct the earth shoulders to the cross-section indicated.

The gravel topping materials shall finally be bladed to smooth surface and to specified crown, and allowed to compact under traffic.

Measurement and Payment

The quantities of topping materials shall be determined by measurement of the materials in the trucks at the point of loading. These materials shall be designated as "Gravel Topping," the cost of which shall be computed on a cubic yard basis and shall cover all blading, reshaping and all other work performed on the roadbed, prior and subsequent to the placing of the topping materials, the loading of the gravel into the trucks at the gravel pits, and the spreading of the gravel onto the roadbed.

The hauling of the materials from the pits to the point of deposit shall be designated as "Hauling Topping Materials" and the quantity for this item shall be the number of yard miles of hauling performed in transporting the topping materials from the pits to the point of deposit. The haul distances will be measured in half mile units.

PRF 1362

November 25, 1931.

Mr. C. W. Wanser,
Division Highway Engineer,
Bend, Oregon.

Dear Sirs

As we are endeavoring to secure federal aid in connection with the gravel topping to be placed on the Silver Lake-Picture Rock Pass Section of the Fremont Highway, Mr. Klein has requested me to ask you to delay starting that work until the approval of the Bureau is obtained. Do not infer from this, however, that if the work has already been started that it should be discontinued. In this case, you had best confer with us by telephone.

The securing of the approval of the Bureau of Public Roads will probably require ~~some ten days to two weeks.~~ 6 or 8 days.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

#1228
L. La Cont
PR 1360

October 30, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sirs

We wish to acknowledge receipt of your letter of the 29th instant to which was attached three copies of the notice of claim filed by Robert Clapperton, Attorney, on behalf of his client Carl La Cont. Mr. La Cont's claim is in the sum of $5,100.00 and is against the Union Construction Company in connection with their contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, state highway contract No. 1228.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

October 30, 1931

United States Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim which has been filed in the office of the Secretary of State by Robert Clapperton, Attorney, on behalf of his client Carl La Cont. Mr. LaCont's claim is in the sum of $5,100.00 and is against the Union Construction Company in connection with their contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, state highway contract No. 1228.

This information is forwarded to you since you appear as surety on the bond furnished in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW
Inc.

cc Union Construction Company
626 Board of Trade Building
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

October 29, 1931

RECEIVED
OCT 30 1931
STATE ... OREGON

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from Robert Clapperton, Attorney, Portland, Oregon, and filed as of this date, a notice of claim by Carl La Cont for material and labor furnished in the sum of $5,100.00 against the bond taken from Union Construction Company, principal, and U. S. Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, State Highway contract No. 1228.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E Hoss

HM

Secretary of State.

NOTICE OF CLAIM

TO: THE STATE OF OREGON, and
HAL E. HOSS, Secretary of State:

NOTICE IS HEREBY GIVEN; that the undersigned claimant, Carl La Cont, has a claim for material furnished and labor performed in the sum of Five Thousand One Hundred and 00/100 ($5,100.00) Dollars against the bond taken from the Union Construction Company as principal, and the United States Fidelity and Guaranty Company as surety, for the work of grading and surfacing the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, Oregon, under State Highway Contract No. 1228; that the claimant had a contract with the Union Construction Company for the rental of certain pieces of equipment and for labor; that the amount of this claim is the amount remaining due the claimant under said contract.

DATED this 24th day of October, 1931.

CARL LA CONT

Endorsed: File No. 1028
Filed October 29, 1931
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Carl La Cont for labor and materials furnished in the sum of $5,100.00 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County. State Highway Contract No. 1228, with the original notice filed in the office of the Secretary of State on October 29, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 29th day of October, A. D. 1931.

Hal E. Hoss

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Carl La Cont for labor and materials furnished in the sum of $5,100.00 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, State Highway Contract No. 1228, with the original notice filed in the office of the Secretary of State on October 29, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 29th day of October, A. D. 1931.

Hal E. Hoss
Secretary of State

By Alex Phillipps Deputy

#1203
#1228

PP1868

October 29, 1931

Mr. Robert Clapperton,
Attorney at Law,
Failing Building,
Portland, Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 28th instant, in which you enclose affidavits of Carl La Cont in connection with his claims against Union Construction Company.

We hand you herewith certified copies of the following contracts, which were awarded to the Union Construction Company by the State Highway Commission:

State Highway Contract #1203, for widening La Grande-Hot Lake Section of the Old Oregon Trail Highway in Union County.

State Highway Contract #1228, for grading the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

October 29, 1951

United States Fidelity &Guaranty Co.,
Walter F. Cline, Resident Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

We received today, through Robert Clapperton, Attorney at Law of Portland, affidavit of Carl La Cost regarding his claim against Union Construction Company, to whom the State Highway Commission awarded the contract for the widening of the La Grande-Hot Lake Section of the Old Oregon Trail Highway in Union County, State Highway Contract #1205. The claim is for labor performed and material furnished to the contractor; the amount is not stated.

We also received affidavit of Carl La Cost, regarding his claim against Union Construction Company, to whom the State Highway Commission awarded the contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, State Highway Contract #1228. The claim is for labor performed and materials furnished to the contractor; the amount is not stated.

This information is given you as you appear as the surety on the bonds furnished by the Union Construction Company in connection with its projects.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

CC Union Construction Co.
Union, Oregon

ROBERT CLAPPERTON
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND, OREGON

October 28, 1931

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: Carl La Cont - Union Construction Company

Gentlemen:

I am herewith enclosing two affidavits executed by Carl LaCont and submitted by him to secure copies of State Highway Contracts No. 1203 and No. 1228.

Copies of these contracts are now in my possession, and I wish to thank you for your courtesy in forwarding me the same.

Very truly yours,

Robert Clapperton.

RC:A
Enc.

RECEIVED
OCT 29 1931

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, Carl La Cont, being first duly sworn on oath, depose and say: That I have a claim against the bond taken from the Union Construction Company as principal, and the United States Fidelity and Guaranty Company as surety, in connection with the construction of the LaGrande- Hot Lake Section of the Old Oregon Trail, being state contract No. 1203; that I was a sub-contractor performing labor and furnishing material to the principal contractor; that I desire to commence an action upon the said bond, and this affidavit is made for the purpose of securing a certified copy of the contract and bond.

Carl La Cont

Subscribed and sworn to before me this 22d day of October, 1931.

Robert Clapperton
Notary Public for the State of Oregon

My commission expires the 9 day of December, 1931.

Robert Clapperton
JOHN LICHTY
ATTORNEY AT LAW
507 FAILING BUILDING
PORTLAND, OREGON

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, Carl La Cont, being first duly sworn on oath, depose and say: That I have a claim against the bond taken from the Union Construction Company as principal, and the United States Fidelity and Guaranty Company as surety, in connection with the construction of the LaGrande- Hot Lake Section of the Old Oregon Trail, being state contract No. 1203; that I was a sub-contractor performing labor and furnishing material to the principal contractor; that I desire to commence an action upon the said bond, and this affidavit is made for the purpose of securing a certified copy of the contract and bond.

Carl La Cont

Subscribed and sworn to before me this 22d day of October, 1931.

W. Clapperton
Notary Public for the State of Oregon

My commission expires the 9 day of December, 1931.

Robert Clapperton
ATTORNEY AT LAW

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, Carl La Cont, being first duly sworn on oath, depose and say: That I have a claim against the bond taken from the Union Construction Company as principal, and the United States Fidelity and Guaranty Company as surety, in connection with the construction of the Silver Lake-Picture Rock Pass section of the Fremont Highway in Lake County, Oregon, being state contract No. 1228; that I was a sub-contractor performing labor and furnishing material to the principal contractor; that I desire to commence an action upon said bond, and this affidavit is made for the purpose of securing a certified copy of the contract and bond.

Carl La Cont

Subscribed and sworn to before me this 22d day of October, 1931.

Robert Clapperton

Notary Public for the State of Oregon

My commission expires the 9th day of December, 1931.

JOHN LICHTY
ATTORNEY AT LAW
Robert Clapperton
507 FAILING BUILDING
PORTLAND, OREGON

PR1360

October 19, 1951

Bronaugh, Hamilton, Bynon & Bronaugh,
Attorneys and Counselors at Law,
American Bank Building,
Portland, Oregon.

Attention of Ralph S. Hamilton.

Gentlemen:

Reply is made to your letter of the 17th inst., concerning the contract awarded by the State Highway Commission to the Union Construction Company for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, State Highway Contract #1228.

As you will gather from the above statement, the original contractor on this work was the Union Construction Company. Our records show that this company is a corporation consisting of J. W. Clark, President, Union, Oregon, and F. M. Sturgill, Secretary-Treasurer, Portland, Oregon. If we have not been incorrectly informed, Mr. Sturgill has died since undertaking this contract.

We have no knowledge to the effect that the U. S. Fidelity & Guaranty Company completed the construction work for the contractor. As far as our records show, the work was completed by the Union Construction Company.

According to our records, the contract was completed on February 14, 1951, which date is also considered by this Department as the date of acceptance by the State Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBC:AJ

#1228
Lake Co.

BRONAUGH, HAMILTON, BYNON & BRONAUGH
ATTORNEYS AND COUNSELORS AT LAW
SUITE 1430 AMERICAN BANK BUILDING
PORTLAND, OREGON

EARL C. BRONAUGH
RALPH S. HAMILTON
ALLAN A. BYNON
EARL C. BRONAUGH, JR.
ALVA W. PERSON, JR.

October 17, 1931.

Mr. Roy Klein,
Highway Commission,
Salem, Oregon.

Dear Roy:

Union Construction Company had a contract or sub-contract upon the Fremont Highway at or about Silver Lake. I am advised the work was taken over by United States Fidelity and Guaranty Company after the contractor had failed upon the job.

I assume your records indicate the status of Union Construction Company. Is it a corporation or a partnership? If the latter, please give me the name of each individual, with his address, so far as your records may show the same.

With regards and best wishes, I remain

Sincerely yours,

Ralph Hamilton

RSH EB

ANSWERED
H. B. G.

PR 136 D

October 15, 1951

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Attention Mr. T. M. Davis

Dear Sir:

Please see the attached copy of a letter from C. W. Wenzer relating to the placing of some pit run surfacing on the Fremont Highway between Silver Lake and the foot of Picture Rock Pass Section, a total of 11.85 miles. Attached you will also find a chart showing a typical section and alternate distribution of quantities, together with approximate estimates of cost.

Would be pleased to have your advice as to whether this project would be considered as eligible for Federal aid, or if you have any suggestions to cover the present situation, I would be pleased to have them.

Very truly yours

State Highway Engineer

RAK:HI

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

FF

136-D

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

September 29, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

The Department has been criticized on account of the bad shape of the Fremont Highway between Silver Lake and Picture Rock Pass. As you know, the grading of this section was completed in December 1930 and to date we have never been able to use the road on account of the softness of the roadbed. To make matters worse, the old road on the south side of Silver Lake has been cut up so badly that everyone who travels it complains of the condition.

We have had several rains on this section and have bladed it each time but the moisture has been so light that it has not improved conditions. Even though we got several hard rains, it is probable that we would still have to surface a large portion of the road as the soil is light and would, no doubt, cut up after the traffice had been on the road for a short time.

As a remedy for this, we recommend that 11.25 miles of this road be covered with pit run gravel which is available at the west end of the job and at a point six miles east of the east end. This covering would be put on about four inches thick, which we think would hold the light traffic on this road.

We have carried on some investigations towards finding some new gravel that would cut down the haul but so far have only located the two pits. One at station 5024, about 1 3/4 miles east of the town of Silver Lake, and the other one at Station 4129 which station is at the south end of the Picture Rock Pass Section.

If all of the gravel is taken from the pit at station 5024 and evenly distributed four inches thick, the total yard miles would amount to 78,000. If the gravel is taken part from the pit at station 5024 and part from pit at station 4129,

the haul could be reduced to 69,250 yard miles or a saving of 8,750 yard miles. However, as the haul from station 5024 is much easier on account of the grade, it is probable that better bids could be secured by using the one pit, but that matter can be more definitely determined when our other investigations are completed.

We would plan on having the contractor do the shaping of the roadbed, the producing of the gravel, the hauling, spreading and maintenance. The sub grade would be smoothed out and then a trench about one or two inches deep and 18 feet in width would be bladed out and after the gravel is deposited on the road, the material taken from the trench would be mixed with the gravel.

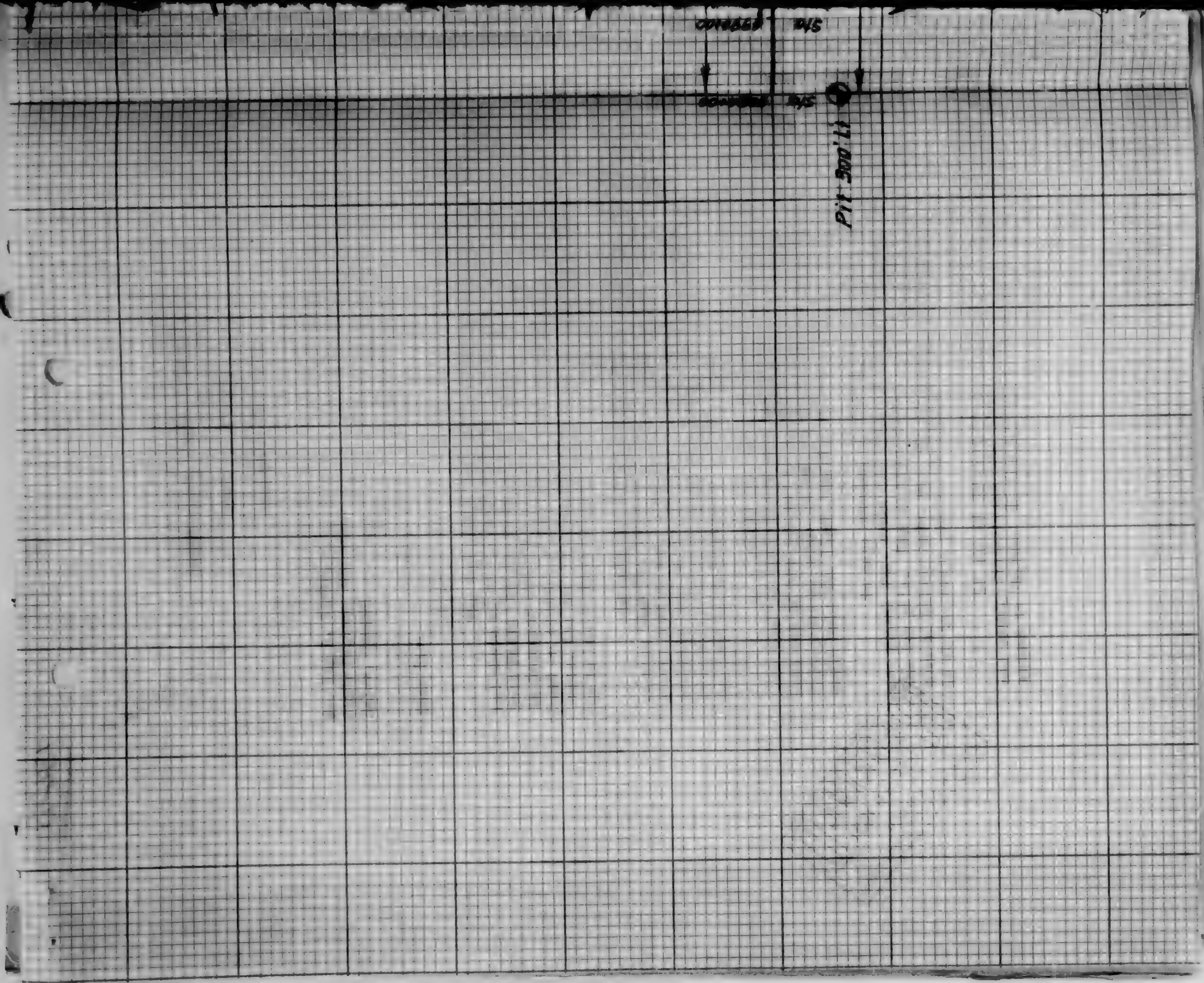
Attached hereto is an estimate and a diagram showing the location of the pits and an estimate of the cost. If this project is authorized by the Commission please advise us and we ill prepare the special provisions.

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Lytle
K. D. Lytle
Div. Office Engineer

kdl/c
encls.


Pivot

SILVE

9370 Cu. Yds Gravel
45370 Yd. Miles Haul

App. 8½ Miles

12600 Cu yds Gravel

78000 Yd Miles Haul

App.

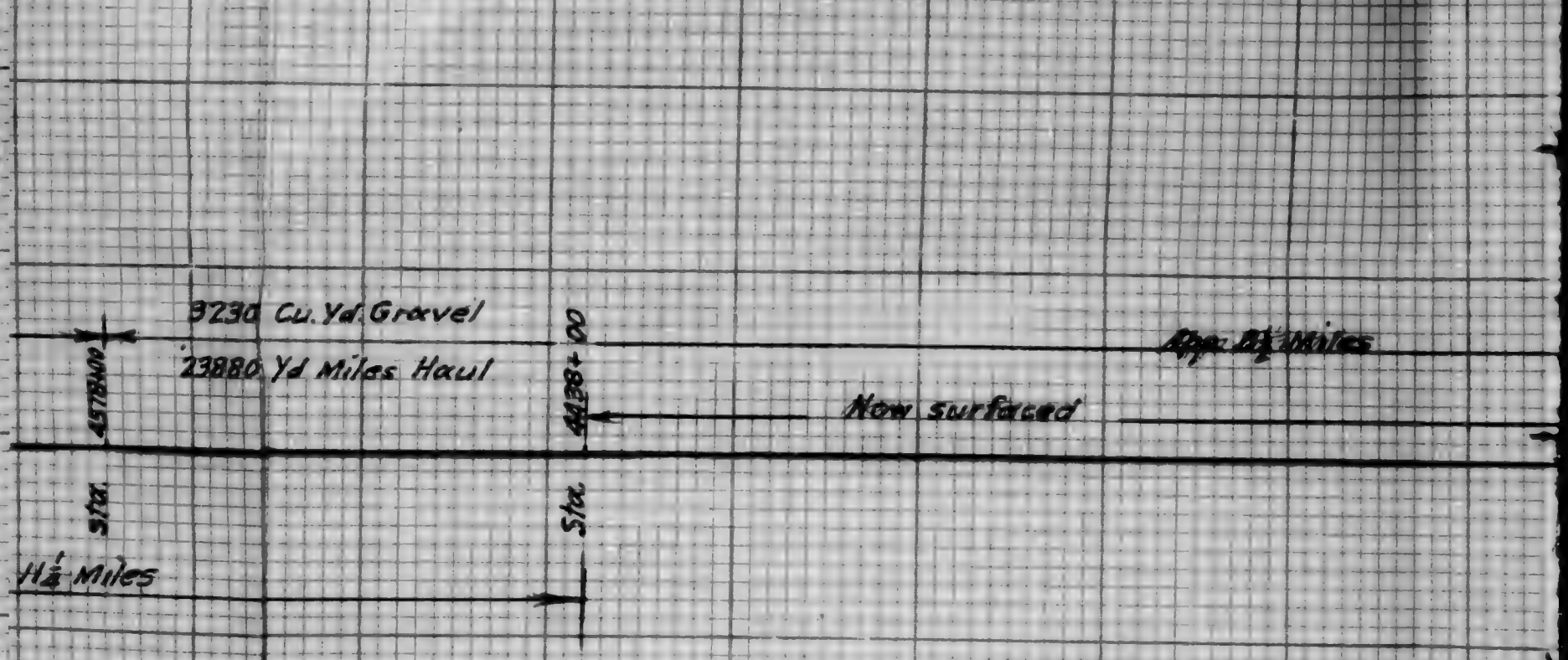
One Way Haul

12600 Cu Yds Gravel @ .40		$ 5040.00
78000 Yd Miles Haul @ .15		11700.00
10.5 Miles blading and Reshaping Roadway @ $50.00		525.00
		17265.00
Plus 10%		1726.50
		$ 18991.50

LAKE - PICTURE ROCK PASS SECTION

Fremont Highway

Temporary Surfacing Chart



Two Way Haul

12600 Cu.yds Gravel	@	.40	$ 5040.00
69250 Yd Miles Haul	@	.15	10387.50
10.5 Miles blading and reshaping Roadway	@	$ 50.00	525.00
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		Plus 10%	1595.25
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OREGON STATE HIGHWAY COMMISSION

Bend, Oregon

September 29, 1931

Mr. Roy A. Klein,
State Highway Engineer
Salem, Oregon

Dear Sir:

The Department has been criticized on account of the bad shape of the Fremont Highway between Silver Lake and Picture Rock Pass. As you know, the grading of this section was completed in December 1930 and to date we have never been able to use the road on account of the softness of the roadbed. To make matters worse, the old road on the south side of Silver Lake has been cut up so badly that everyone who travels it complains of the condition.

We have had several rains on this section and have bladed it each time but the moisture has been so light that it has not improved conditions. Even though we got several hard rains, it is probable that we would still have to surface a large portion of the road as the soil is light and would, no doubt, cut up after the traffic had been on the road for a short time.

As a remedy for this, we recommend that 11.25 miles of this road be covered with pit run gravel which is available at the west end of the job and at a point six miles east of the east end. This covering would be put on about four inches thick, which we think would hold the light traffic on this road.

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If all of the gravel is taken from the pit at station 5024 and evenly distributed four inches thick, the total yard miles would amount to 78,000. If the gravel is taken part from the pit at sta-

tion 5024 and part from pit at station 4129, the haul could be reduced to 69,250 yard miles or a saving of 8,750 yard miles. However, as the haul from station 5024 is much easier on account of the grade, it is probable that better bids could be secured by using the one pit, but that matter can be more definitely determined when our other investigations are completed.

We would plan on having the contractor do the shaping of the roadbed, the producing of the gravel, the hauling, spreading and maintenance. The sub grade would be smoothed out and then a trench about one or two inches deep and 18 feet in width would be bladed out and after the gravel is deposited on the road, the material taken from the trench would be mixed with the gravel.

Attached hereto is an estimate and a diagram showing the location of the pits and an estimate of the cost. If this project is authorized by the Commission, please advise us and we will prepare the special provisions.

Yours very truly,

C. W. Wanzer,
Division Engineer

By K. D. Lytle,
Div. Office Engineer

kdl/c
encls.

#1228
Lake Co

PR1360

July 27, 1931

Mr. M. D. White,
Attorney at Law,
523 Corbett Building,
Portland, Oregon.

Dear Sir:

Responding to your request of the 22nd inst., directed to Hal E. Hoss, Secretary of State, I am handing you herewith a certified copy of the contract awarded by the State Highway Commission to the Union Construction Company for the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County being State Highway Contract No. 1228.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

July 27, 1951

U. S. Fidelity and Guaranty Co.,
Walter F. Cline, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith a copy of an affidavit that has been filed in this office relative to a claim of Wm. Endicott against Union Construction Company for rental of equipment and furnishing repair parts in the sum of $163.48.

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in connection with this project.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HHQ:AJ

CC Union Construction Co.,
Union, Ore.

Secretary of State

C. N. LAUGHLIN,
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

July 25, 1931

Oregon State Highway Commission

State Office Building

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

We are enclosing for your attention, a letter by M. D. White together with affidavit of Wm. Endicott requesting a certified copy of the contract and bond.

Yours very truly,

HAL E. HOSS,

Secretary of State.

EL:HM

By Edith Levy

RECEIVED
JUL 1931

M. D. WHITE
ATTORNEY AT LAW
PHONE ATWATER 2191
523 CORBETT BUILDING
PORTLAND, OREGON

July 22, 1931.

Hal E. Hoss, Secretary of State,
Salem, Oregon.

Dear Sir:

Herewith sworn statement of Wm. Endicott submitted in connection with a claim against the Union Construction Co. for rental of equipment and furnishing repair parts in the sum of One Hundred Sixty-Three and 48/100 ($163.48) Dollars, used by the said Union Construction Co. in the construction of the Silver Lake-Picture Rock Section of the Freemont Highway.

Kindly furnish us with a certified copy of the contract and bond.

Yours very truly,

M. D. White

MDW:W
Encl.

M. D. WHITE

July 25, 1931
Respectfully referred to the State Highway Commission for attention.
HAL E. HOSS,
Secretary of State.

SECRETARY OF STATE
RECEIVED
JUL 3 1931

ANSWERED
H. B. G.

STATE OF OREGON)
COUNTY OF JEFFERSON)

Wm. Endicott, being first duly sworn deposes and says that at the instance and request of the Union Construction Co., and for an agreed price, he furnished the said Union Construction Co. with equipment, and repairs for said equipment, for use in connection with the construction of the Silver Lake-Picture Rock Section of the Freemont Highway; that no part of said agreed price has been paid, and that there is still due and owing Wm. Endicott the sum of $163.48.

Wm Endicott

Subscribed and sworn to before me this 21st day of July 1931.

Lewis H. Ewing
Notary Public for Oregon
My Comm. Exp. 10-18-32

PR 13629

July 24, 1931

Mr. W. E. Hunt,
Assistant General Freight Agent,
Great Northern Railway Co.,
Morgan Building,
Portland, Ore.

Dear Sir:

Reply is made to your letter of the 23rd inst., concerning the contract awarded to the Union Construction Company for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway--Contract No. 1228.

Investigation of the records reveals the fact that this contract was completed by the Union Construction Company on February 14, 1931, which date is also considered as the date of acceptance by the State Highway Commission. Final payment for the work was made to the contractor on April 17, 1931. There are no funds retained by the State Highway Department at the present time which are owing to the Union Construction Company.

The information concerning the bond, furnished by the contractor in connection with this project, was given to you in our letter of February 17th.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

H. G.

Union Constr. Co. cont. #1228 - mentioned in attached letter was completed Feb, 14, 1931 - Final Payment was made April 17, 1931 - We have no funds of the Union Constr. Co. as all their work has been completed and settled for.

GREAT NORTHERN RAILWAY COMPANY

RECEIVED
JUL 24 1931

YOUR REPLY REFER TO 769

PORTLAND, ORE., July 23, 1931.

Mr. H. B. Glaisyer, Secy,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Will you please refer to your letter of February 17th, 1931, addressed to the Great Northern Railway Company at St. Paul, attention Mr. L. R. Smith, Auditor of Station Accounts, in connection with contract awarded by the Highway Commission to the Union Construction of Union, Oregon, the 25th of September, 1930.

I will be very glad if you will advise me whether or not the work covered by this contract has been accepted by the Highway Commission, and date of its acceptance.

The Mr. La Cont mentioned in Mr. Smith's letter to you and your reply, was at that time connected with and working for the Union Construction Company, and there is an amount of $534.70 outstanding against this company for transportation of a gas power shovel from Hot Lake, Ore. to LaPine, Ore., and we are very anxious to collect the money for this shipment, which for some unknown reason was delivered to consignees without collection of the charges.

ANSWERED
H. B. G.

Yours very truly,

C. E. Ernst

Asst. Gen. Frt.

GREAT NORTHERN RAILWAY COMPANY

TRAFFIC DEPARTMENT

201 MORGAN BUILDING

PHONE BEACON 7271

W. E. HUNT, ASSISTANT GENERAL FREIGHT AGENT
N. G. WILLIS, TRAVELING FREIGHT AGENT
H. I. WAYNE, TRAVELING FREIGHT AGENT
H. O. BAKER, CONTRACTING FREIGHT AGENT
R. S. ROPER, CONTRACTING FREIGHT AGENT
L. C. METCALF, CONTRACTING FREIGHT AGENT
CHAS. W. FARNSWORTH, CONTRACTING FREIGHT AGENT

RECEIVED
JUL 24 1931

IN YOUR REPLY REFER TO 769

PORTLAND, ORE., July 23, 1931.

Mr. H. B. Glaisyer, Secy,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Will you please refer to your letter of February 17th, 1931, addressed to the Great Northern Railway Company at St. Paul, attention Mr. L. R. Smith, Auditor of Station Accounts, in connection with contract awarded by the Highway Commission to the Union Construction of Union, Oregon, the 25th of September, 1930.

I will be very glad if you will advise me whether or not the work covered by this contract has been accepted by the Highway Commission, and date of its acceptance.

The Mr. La Cont mentioned in Mr. Smith's letter to you and your reply, was at that time connected with and working for the Union Construction Company, and there is an amount of $534.70 outstanding against this company for transportation of a gas power shovel from Hot Lake, Ore. to LaPine, Ore., and we are very anxious to collect the money for this shipment, which for some unknown reason was delivered to consignees without collection of the charges.

ANSWERED
H. B. G.

Yours very truly,

W. E. Hunt

Asst. Gen. Frt.

#1228

Lake Co

PR 136D.

July 15, 1931

Bend Iron Works
Bend, Oregon

Attention: Mr. H. Seede

Gentlemen:

Replying to yours of the 14th instant concerning the contract awarded to the Union Construction Company in Lake County, wish to say that this is state highway contract no. 1228 and is for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

The bond furnished by the Union Construction Company in connection with this job was written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline is local agent with offices in the Porter Building, Portland, Oregon.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

July 15, 1931

United States Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from the Bend Iron Works, Bend, Oregon to the effect that they have a claim against the Union Construction Company in the sum of $84.84 for services rendered that company in connection with its contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, state highway contract no. 1228.

This information is given you since you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

cc Union Construction Company
618 Board of Trade Building
Portland, Oregon

...ND IRON WORKS

FOUNDERS, MACHINISTS, PATTERN MAKERS, BLACKSMITHS

GRAY IRON, BRASS, BRONZE AND SEMI-STEEL CASTINGS
ELECTRIC AND ACETYLENE WELDING

BEND, OREGON

...IC
and
ACETYLENE
WELDING

PORTABLE
and
STATIONARY
MACHINES

FIRST CLASS
MACHINE
WORK

GEAR CUTTING

LOGGING
EQUIPMENT

HIGH WHEELS

BLACKSMITH
COAL

RETORT TUBES
and
CONDENSERS

Representing:

JOHN FINN
BABBITT METALS

ELECTRIC STEEL
FOUNDRY CO.
STEEL CASTINGS
and
ESCO MANGANESE
TRACTOR PARTS
CONTRACTORS
EQUIPMENT:
DRAGLINE
BUCKETS
and
DIPPER TEETH

AMERICAN
RUBBER
BELTING

R. & J. DICK CO.
V BELT
and
LEATHER
BELTING

BARRY
STEEL SPLIT
PULLEYS

RECEIVED
JUL 15 1931
OREGON
STATE HIGHWAY COMMISSION

H. Seede

ANSWERED
H. B. C.

P 1360 #1228
Pure Iron Co

July 2, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 1st instant in which you inclose three copies of the notice of claim which has been filed in your office by the Pure Iron Culvert & Manufacturing Company against the Union Construction Company for materials furnished in the sum of $3936.93 in connection with the grading of the Silver Lake-Picture Rock Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW

#1228

July 2, 1931

U. S. Fidelity & Guaranty Company
1208 Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of three notices of claims which have been filed in the office of the Secretary of State by the Pure Iron Culvert & Manufacturing Company against the Union Construction Company. One of these claims is in connection with the Silver Lake-Picture Rock Section of the Fremont Highway and is in the sum of $3936.91. The other two are in connection with the La Grande-Hot Lake Section of the Old Oregon Trail and are in the sums of $586.82 and $619.40, all three claims being for materials furnished.

This information is given you as you appear as surety on the bonds furnished by the Union Construction Company on these contracts.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PR
Inc.

cc Union Construction Company
615 Board of Trade Bldg.
Portland, Oregon

#1228

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE,
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

July 1, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from Pure Iron Culvert & Mfg. Company and filed as of this date their notice of claim for materials furnished in the sum of $3936.93 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Silver Lake-Picture Rock Section of the Freemont Highway .

We are enclosing herewith for your information and files a copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc

RECEIVED
JUL 3 1931
OREGON
STATE HIGHWAY COMMISSION

PORTLAND 184

COPY

"ARMCO" Products
Corrugated Culverts
Siphons
Irrigation Flume
Head Gates

PURE IRON CULVERT & MFG. CO.
ARMCO
Ingot Iron

765-769 Gladstone Avenue
PORTLAND, OREGON
Telephone Sellwood 2275

Page Fence
Highway Guard
Panel Partitions
Well Curbing
Pipe

June 30, 1931

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned PURE IRON CULVERT & MFG. CO. has a claim for materials furnished October 30, 1930, according to copy of invoice attached, and that the said Culvert was furnished and is of the reasonable and agreed value of $5936.95, no part of which has been paid and same is now past due and owing; that the said materials were furnished for the Union Construction Company, a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Company, whose surety is U. S. Fidelity and Guaranty Company, and that said materials were furnished on the Silver Lake - Picture Rock Pass section of the Freemont Highway.

Dated this thirtieth day of June, 1931.

PURE IRON CULVERT & MFG. CO.

E. W. GIBSON
Vice President

EWGibson:HK

Endorsed: File No. 956
Filed July 1, 1931
HAL E. HOSS,
Secretary of State.

COPY

10-22-51
Ls MK

INVOICE

PURE IRON CULVERT & MFG. CO.
765-769 Gladstone Ave.
Portland, Oregon
Telephone Sellwood 2275

Our Invoice No. 1719

Date Oct. 30, 1950

Our Order No. 1700

Your Order 10-28-50

Date Shipped 10-30-50

Sold to Union Construction Company
618 Board of Trade Building
Address Portland, Oregon

Routed G. N. Freight Ppd.

F. O. B. Silver Lake, Oreg.

Shipped to Same

Terms Net cash

No cash discount Address Beal Station, Oregon
8% interest charged on all past due accounts

"ARMCO" Products
Corrugated Culverts
Siphons
Irrigation Flume
Pipe
Head Gates
Well Curbing
Page Highway Guard

	Description		Quantity	Rate	Amount
	VH Brand, Galvanized Corrugated Riveted Pipe Culvert, as Follows:				
18	Pcs. 12" diam. 16 ga. 22' long plain E.	396'			
18	" 12" " 16 " 20' do	360'	756'	.92	$ 695.52
27	Only 12" diam. connecting banks		27	.92	24.84
22	Pcs. 18" diam. 14 ga. 22' long	484'			
22	" 18" " 14 " 20' do	440'	924'	1.69	1561.56
33	Only 18" diam. connecting bands		33	1.69	55.77
16	Pcs. 24" diam. 14 ga. 22' long	352'			
16	" 24" " 14 " 20' do	320'	672'	2.19	1471.68
24	Only 24" diam. connecting bands		24	2.19	52.56
	Distributing culvert pipe on Silver Lake-Picture Rock Pass job.				75.00
					$3936.93

All claims for shortage must be made immediately on receipt of goods.

#1228

~~Union Co~~

Lake Co

R. HOWARD BLAND, PRESIDENT

CAPITAL PAID IN CASH $10,000,000

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1208 PORTER BUILDING

PORTLAND, OREGON

June 2nd, 1931.

PR 136 B

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Re: #39-12-1097-30 - Union Construction Company

The above bond executed on October 6, 1930, covers contract for construction of 13.53 miles of grading on the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, Oregon.

We enclose our form inquiry which we kindly ask you to complete and return to us as promptly as possible, showing the present status of this contract.

Thanking you for your early attention to the matter, we remain,

Yours very truly,

C.O. Price

Manager.

CS-

Completed Feb. 14, 1931

Total paid

$34,142.36

RECEIVED
JUN 3 1931
OREGON
STATE HIGHWAY COMMISSION

3697

#1326
Lake Co

May 22, 1931

PR 1360.

Mr. E. O. Stadter
First National Bank Bldg.
Bend, Oregon

Dear Sirt

Your letter of the 20th instant, addressed to Hal E. Hoss, Secretary of State, inclosing the affidavit of claim of J. O. Griffiths against the Union Construction Company for services rendered that company in connection with its contract for the construction of the Silver Lake-Diamond Rock Pass Section of the Fremont Highway, has been referred to this department for reply.

In accordance with your request we are handing you herewith a certified copy of the contract and bond covering the above mentioned work.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HBG:W
Inc.

May 22, 1931

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

We have today received information from R. O. Stadter, Attorney of Bend, Oregon, to the effect that J. O. Griffiths has a claim aginst the Union Construction Company in connection with the contract awarded to the Union Construction Company for the Silver Lake--Picture Rock Pass Section of the Fremont Highway.

This information is given you since you appear as surety on the bond furnished in this instance.

We inclose a copy of the affidavit of Mr. Griffiths' claim.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

cc Union Construction Company
618 Board of Trade Building
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
MAY 22 1931
OREGON
STATE HIGHWAY COMMISSION

May 21, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

We are enclosing letter by E. O. Stadter, Bend, Oregon, together with affidavit of J. O. Griffiths covering request for a copy of the contract and bond of the Union Construction Company for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

EL:HM
enc.

E. O. STADTER
Attorney-at-Law
FIRST NATIONAL BANK BUILDING
PHONE 28-W

BEND, OREGON

May 20, 1931

Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir:

I am enclosing herewith an affidavit signed by J. O. Griffiths in accordance with Section 671101, Oregon Code, and would request that you furnish a copy of the contract held by the Union Construction Company for construction of this road, as well as a copy of their bond, as provided for in said section of the statute, and if any further authorization is necessary to bring action in this case, we also desire the approval and authority to file the same in the name of the State of Oregon for and in behalf of this claimant.

Youre truly,

EOS:OS

ANSWERED
H. B. G.

SECRETARY OF STATE
RECEIVED
MAY 21 1931
HAL E. HOSS

STATE OF OREGON,)
(ss.
County of Deschutes,)

I, J. O. Griffiths, being first duly sworn, depose and say: That heretofore and during the months of January and February, 1931, I performed twenty days work at the agreed price of $5.00 per day for the Union Construction Company, a corporation, under a verbal contract with its duly authorized officers and agents, and that said work was rendered and performed on what is known as the Silver Lake-Picture Rock Pass section of the Fremont Highway in the State of Oregon.

I further depose and say that I have not been paid for my said labor above indicated, or any part thereof, altho demand has often been made therefor, and make this affidavit for the purpose of laying this claim before the proper officers of the State of Oregon, and in accordance with Section 671101, Oregon Code, as amended, that a certified copy of the contract held by the Union Construction Company, a corporation, and bond furnished by them be furnished to me that suit may be brought in the name of the State of Oregon for my use and benefit.

J. O. Griffiths

Subscribed and sworn to before me this 20th day of May, 1931.

E. E. Hadley
Notary Public for Oregon.
My Commission expires Dec. 5, 1931.

#1228

PR 136 D

May 12, 1951

Mr. Walter F. Cline, Agent,
U. S. Fidelity & Guaranty Co.,
Porter Building,
Portland, Oregon.

Dear Sir:

This letter is to inform you that we have received from Mr. Arthur D. May, Attorney at Law, Lakeview, Oregon, an affidavit of a claim of Ross Small of Silver Lake against the Union Construction Company, setting forth Mr. Small's claim in the sum of $[illegible]09.00 for eight tons of hay supplied in January, 1951, to Lee Hollenbeck, a subcontractor of said Union Construction Company. This is in connection with State Highway Contract No. 1228, awarded to Union Construction Company for the construction of the Silver Lake-[illegible]ture Rock Pass Section of the Fremont Highway in Lake County.

This information is given you as you appear as surety on the bond furnished by the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

CC Union Construction Co.,
Union, Oregon.

ARTHUR D. HAY
ATTORNEY AT LAW
LAKEVIEW, OREGON

May 12, 1931

Mr. Arthur D. Hay,
Attorney at Law,
Lakeview, Oregon.

For Secretary
State Highway Commission

Dear Sir:

Re: State Highway No. 1 vs. Union Construction Company

In response to your request of the 9th inst., I am handing you herewith a certified copy of the contract awarded by the State Highway Commission to the Union Construction Company for the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County--State Highway Contract No. 1225.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

HBG:AJ

ARTHUR D. HAY
ATTORNEY AT LAW
LAKEVIEW, OREGON

May 9th, 1931

The Secretary
State Highway Commission
Salem, Oregon

Dear Sir: Ross Small v. Union Construction Company

I herewith hand you an application for certified copies of Contract No. 1228 and the bond in connection therewith, together with the necessary notice of claim, both in due form according to the statute. I shall be greatly obliged if you will furnish me with the necessary certified copies.

Very truly yours
Arthur D. Hay.

ANSWERED
H. B. G.

RECEIVED
MAY 11 1931
OREGON

RECEIVED
MAY 11 1931

TO OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Ross Small, of Silver Lake, Oregon, has a claim for materials, to wit, Hay, in the sum of Eighty Dollars ($80.00) against the bond taken from Union Construction Company, as principal, and United States Fidelity and Guaranty Company, as surety, for the work of construction under Contract No. 1228 upon the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, Oregon.

Ross Small

To the Secretary
Oregon State Highway Commission
Salem, Oregon

STATE OF OREGON, :
: ss.
County of Lake, :

I, Ross Small, of Silver Lake, Oregon, being first duly sworn, on oath say:

That materials for the prosecution of the work of construction by Union Construction Company under Contract No. 1228, under the direction of the Oregon State Highway Commission, upon the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, Oregon, have been supplied by me, to wit, eight (8) tons of hay @ $10.00 per ton, supplied January, 1931, to Lee Hollenbeck, a subcontractor of said Union Construction Company, total $80.00, and that payment for the same has not been made.

I therefore make application for certified copies of said Contract No. 1228 and of the bond taken from said Union Construction Company, as principal, and United States Fidelity & Guaranty Company, as surety, under said contract.

Ross Small

Subscribed and sworn to before me this 8th day of May, 1931.

Arthur D. Hay

Notary Public for Oregon.

My commission expires August 27, 1934

PR 136

May 4, 1931

Mr. L. R. Smith
Auditor Station Accounts
Great Northern Railway Company
St. Paul, Minnesota

Dear Sirs

Reference your file
C2-JS-3243

Reference is made to your letter of the first instant regarding your claim against Mr. Carl LaCont and the Union Construction Company.

Investigation of our records shows that this contract was completed by the Union Construction Company on February 14, 1931 and that final payment for the work was made to the contractor on April 17, 1931.

According to Section 2991 of the Oregon Laws for 1920 notice of claims against contractors must be filed with the Secretary of State prior to the expiration of a period of one year from the date of completion of the contract in order to hold the bond furnished by the contractor responsible after that period. In accordance with the provisions, notice of your claim aginast the Union Construction Company must be filed with the Secretary of State prior to February 14, 1932, the bond being automatically cancelled after that time.

The date of completion of a contract is considered by this department as the date of acceptance by the State Highway Commission.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

MBG:W

- Union C[illegible] Co. -
[illegible]icture Rock Pas[illegible]ction of the
[illegible]wy. in Lake County.

Contract was completed Feb, 14, 1931 - Final payment was made April 17, 1931 -

OMPANY

J. H. KAUFMANN, AUDITOR INSURANCE BUREAU.
F. G. SPRAIN, AUDITOR OVERCHARGE CLAIMS.
R. L. KNEBEL, AUDITOR CAR RECORDS.
A. R. SIMON, JOINT FACILITY ACCOUNTANT.
R. A. NICHOLS, ACCOUNTANT (SEATTLE, WASH.)

[illegible], MINN., May 1, 1931

CM-JS-3243

RECEIVED
MAY 4 1931
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon.

Gentlemen:

Att'n. H. B. Glaisyer, Secretary.

This refers to your letter of February 17, 1931, in connection with $534.70, outstanding in our accounts at Chemult, Oregon, apparently due from Carl LaCont, on a shipment of one gasoline power shovel, forwarded from Hot Lake, Oregon on October 3, 1930.

Since receipt of your letter we have written to Mr. LaCont and the Union Construction Company a number of times in regard to our claim but have not been able to secure a reply. It may, therefore, be necessary for us to file our claim with the United States Fidelity and Guaranty Company, who, you state, issued surety bond for the protection of labor and material claims and all just debts incurred against your contract No. 1228.

Before taking any action along this line, we wish you would kindly advise if this contract has been completed and if so what is the time limit for filing claims under the bond.

Please accept our thanks for the information contained in your letter of February 17, 1931 and the additional information that we have requested.

Yours truly,

ANSWERED
H. B. G.

L R Smith

Auditor Station Accounts

CM-4

Form 8025

GREAT NORTHERN RAILWAY COMPANY

ACCOUNTING DEPARTMENT

H. J. STURNER, Auditor Disbursements.
C. F. BARTELHEIM, Auditor Freight Receipts.
L. A. MALMGREN, Auditor Passenger Receipts.
L. R. SMITH, Auditor Station Accounts.
H. F. BAYER, Auditor Capital Expenditures.

G. H. HESS, Jr., Comptroller.
J. A. SANDBERG, Deputy Comptroller.
V. P. TURNBURKE, General Auditor.
C. W. TILTON, Asst. General Auditor.
V. N. WAHLBERG, Asst. General Auditor
J. C. SEIBERLICH, Asst. General Auditor

J. H. KAUFMANN, Auditor Insurance Bureau.
F. G. SPRAIN, Auditor Overcharge Claims.
R. L. KNEBEL, Auditor Car Records.
A. R. SIMON, Joint Facility Accountant.
R. A. NICHOLS, Accountant (Seattle, Wash.)

ST. PAUL, MINN., May 1, 1931

IN YOUR REPLY, PLEASE REFER TO CM-JS-3243

RECEIVED
MAY 4 1931
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,

Salem,Oregon.

Gentlemen:

Att'n. H. B. Glaisyer,Secretary.

This refers to your letter of February 17,1931, in connection with $534.70,outstanding in our accounts at Chemult,Oregon,apparently due from Carl LaCont,on a shipment of one gasoline power shovel,forwarded from Hot Lake, Oregon on October 3, 1930.

Since receipt of your letter we have written to Mr.LaCont and the Union Construction Company a number of times in regard to our claim but have not been able to secure a reply. It may,therefore, be necessary for us to file our claim with the United States Fidelity and Guaranty Company,who,you state,issued surety bond for the protection of labor and material claims and all just debts incurred against your contract No.1228.

Before taking any action along this line,we wish you would kindly advise if this contract has been completed and if so what is the time limit for filing claims under the bond.

Please accept our thanks for the information contained in your letter of February 17,1931 and the additional information that we have requested.

Yours truly,

ANSWERED
H. B. G.

L R Smith

Auditor Station Accounts

CM-4

Lake #1

PR 1360.

April 28, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 27th instant in which you inclose three copies of the notice of claim filed in your office by Ross M. Small for materials furnished in the sum of $80.00 in connection with the Union Construction Company's contract for the work on the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW

April 30, 1951

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of the following notices of claim filed in the office of the Secretary of State against the Union Construction Company in connection with the contract for work on the Silver Lake-Picture Rock Pass Section of the Fremont Highway:

Rose M. Small for materials furnished in the sum of $80.00.
R. J. Ugli for materials furnished in the sum of $56.00.
R. O. Stanton for hauling furnished in the sum of $70.45.
Ed Lundy for board and lodging furnished in the sum of $80.50.

This information is given you as you appear as surety on the bond furnished in connection with the above mentioned contract.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FW
Enc.

cc Union Construction Company
613 Board of Trade Building
Portland, Oregon

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned Ross M. Small has a claim for materials furnished January _____, 1931, as follows:

8 tons of hay at $10.00 per ton - - - - $80.00

and that the said hay furnished was and is of the reasonable and agreed value of $80.00, no part of which has been paid and same is now past due and owing; that the said materials were furnished for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said materials were furnished on the Silver Lake-Picture Rock pass section of the Freemont Highway.

Dated this 20th day of April, 1931.

ROSS M. SMALL
Summer Lake, Oregon.

Endorsed: File No. 940
Filed April 27, 1931
HAL E. HOSS,
Secretary of State

#1328

PR 136 D.

April 28, 1931

Mr. Arthur D. Hay,
Attorney at Law,
Lakeview, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of April 25th in which you advise of claim of Ross Small for hay furnished to Les Hollenbeck, a subcontractor on the Union Construction Company contract No. 1228 which is known as the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County.

Please be advised that the above contract was completed on February 14th, 1931 and final payment has been made. The bond in connection with the contract was furnished by the United States Fidelity & Guaranty Company for whom Walter F. Cline, Porter Bldg., Portland, Oregon, is resident agent.

Claims against contracts should be filed in accordance with Section 2991, Chapter 19, Oregon Laws, 1920.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

April 28, 1931

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

This is to inform you that we have received a communication from Arthur D. Hay, Attorney at Law, Lakeview, Oregon, in which he advises of a claim of Ross Small, Silver Lake, Oregon, for eight tons of Hay furnished to Lee Hollenbeck, sub contractor on the Union Construction Company contract No. 1228 - Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County. The price of the hay furnished was $10.00 per ton.

This information is given you as you appear as surety on the bond furnished in connection with this contract by the Union Construction Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

cc to Union Construction Co.,
618 Board of Trade Bldg.,
Portland, Oregon.

#1228
L Hollinbeck

ARTHUR D. HAY
ATTORNEY AT LAW
LAKEVIEW, OREGON

April 25th, 1931

Mr. Roy A. Cline
State Highway Engineer
Salem, Oregon

Dear Sir:

I have been consulted by Mr. Ross Small, of Silver Lake, Oregon, regarding a claim that he has for the price of eight tons of hay, sold by him to one Lee Hollinbeck, either a subcontractor or an employee of the Union Construction Co. on highway work near Silver Lake (Fremont Highway). The price was $10.00 a ton, and the hay was sold during the month of January of this year. No payment has been made.

Please advise me of the status of this contract, and how to proceed. I presume the contractor has a bond to cover claims.

Very truly yours,

Arthur D. Hay

PR 1360.

April 28, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 27th instant in which you inclose three certified copies of the notice of claim filed in your office by E. O. Stadter, Attorney of Bend, Oregon, which is the claim of his client A. E. Reeder for hauling furnished in the sum of $70.45 to the Union Construction Company in connection with the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW

April 26, 1951

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of the following notices of claim filed in the office of the Secretary of State against the Union Construction Company in connection with the contract for work on the Silver Lake-Fixture Rock Pass Section of the Fremont Highway:

Rose M. Small for materials furnished in the sum of $80.00.
E. J. Egli for materials furnished in the sum of $35.00.
E. O. Stadter for hauling furnished in the sum of $70.45.
Ed Lundy for board and lodging furnished in the sum of $60.50.

This information is given you as you appear as surety on the bond furnished in connection with the above mentioned contract.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FW
Enc.

cc Union Construction Company
618 Board of Trade Building
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 27, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from E. O. Stadter, Attorney, First National Bank Bldg., Bend, Oregon, and filed as of this date a notice of claim by A. N. Reeder for hauling furnished in the sum of $70.45 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, in connection with the construction of the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc.

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned A. M. Reeder has a claim for hauling during the month of January, 1951, as follows:

6125 lbs. Barley hauled from Bend to Silver Lake, January 12 to 18, 1951 - - - $45.95

7 loads of hay hauled from Summer Lake, Oregon to Silver Lake, Oregon, January 11th, 1951, to January 19th, 1951, at $3.50 per load - - - - - - - - - - - - - - - - - - $24.50

TOTAL $70.45

and that the said hauling was and is of the reasonable and agreed value of $70.45, no part of which has been paid and same is now past due and owing; that the said hauling was furnished for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said hauling was furnished in connection with work performed on the Silver Lake-Picture Rock Pass section of the Freemont Highway.

Dated this 20th day of April, 1951.

A. M. REEDER
Silver Lake, Oregon

Endorsed: File No. 939
Filed April 27, 1951
HAL E. HOSS,
Secretary of State

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned A. M. Reeder has a claim for hauling during the month of January, 1951, as follows:

6125 lbs. Barley hauled from Bend to Silver Lake, January 12 to 18, 1951 - - - $45.95

7 loads of hay hauled from Summer Lake, Oregon to Silver Lake, Oregon, January 11th, 1951, to January 19th, 1951, at $3.50 per load - - - - - - - - - - - - - - - - - - 24.50

TOTAL $70.45

and that the said hauling was and is of the reasonable and agreed value of $70.45, no part of which has been paid and same is now past due and owing; that the said hauling was furnished for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said hauling was furnished in connection with work performed on the Silver Lake-Picture Rock Pass section of the Freemont Highway.

Dated this 20th day of April, 1951.

A. M. REEDER
Silver Lake, Oregon

Endorsed: File No. 939
Filed April 27, 1951
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by A. N. Reeder for hauling performed in the sum of $70.45 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 27, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 27th day of April, A. D. 1931.

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by A. N. Reeder for hauling performed in the sum of $70.45 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 27, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 27th day of April, A. D. 1931.

Hal E Hoss

Secretary of State

PR 136 D.

April 28, 1951

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 27th instant in which you inclose three copies of the notice of claim filed by E. J. Egli, doing business as Silver Lake Garage, for materials furnished in the sum of $55.00 in connection with the Union Construction Company's contract for the work on the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW

April 28, 1931

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of the following notices of claim filed in the office of the Secretary of State against the Union Construction Company in connection with the contract for work on the Silver Lake-Pistore Rock Pass Section of the Fremont Highway:

Ross E. Small for materials furnished in the sum of $80.00.
E. J. Egli for materials furnished in the sum of $55.00.
E. O. Stadter for hauling furnished in the sum of $70.45.
Ed Lundy for board and lodging furnished in the sum of $80.59.

This information is given you as you appear as surety on the bond furnished in connection with the above mentioned contract.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW
Inc.

cc Union Construction Company
616 Board of Trade Building
Portland, Oregon

L. Hoss
Secretary of State

C. N. Laughridge
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 27, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by E. J. Egli, doing business as Silver Lake Garage, for materials furnished in the sum of $35.00 against the bond taken from Union Construction Company, principal, and U. S. Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of theFreemont Highway.

We are enclosing herewith for your information and files a copy of this notice together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned E. J. Egli, doing business as Silver Lake Garage, has a claim for gas and oil furnished to Carl LaCount, Superintendent Union Construction Co. and to men for going to and from work from January 8, 1931, to February 15, 1931, and that the said gas and oil furnished was and is of the reasonable and agreed value of $55.00, no part of which has been paid and same is now past due and owing; that the said materials was furnished for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that the said materialswas furnished on the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 17th day of April, 1931.

E. J. EGLI
Silver Lake, Oregon

Endorsed: File No. 941
Filed April 27, 1931
HAL E. HOSS
Secretary of State

PR1360.

April 28, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 27th instant in which you inclose three certified copies of the notice of claim filed in your office by Ed Landy, doing business as Chrissman Hotel, for board and lodging furnished in the sum of $80.59 against the Union Construction Company in connection with the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW

April 30, 1951

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of the following notices of claim filed in the office of the Secretary of State against the Union Construction Company in connection with the contract for work on the Silver Lake-Pistore Rock Pass Section of the Fremont Highway:

Ross M. Small for materials furnished in the sum of $60.00.
E. J. Egli for materials furnished in the sum of $85.00.
H. O. Stecker for hauling furnished in the sum of $70.45.
Ed Lundy for board and lodging furnished in the sum of $80.50.

This information is given you as you appear as surety on the bond furnished in connection with the above mentioned contract.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FS
Enc.

cc Union Construction Company
618 Board of Trade Building
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 27, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by Ed Lundy, doing business as Chrissman Hotel, for board and lodging furnished in the sum of $60.59 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, in connection with the construction of the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Lundy

HM
enc

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned Ed Lundy, operating under the assumed business name of Chrissman Hotel, has a claim for board and lodging furnished during the months of January and February, 1931, as follows:

Board and lodging furnished J. O. Griffiths for 22 days at $1.16 1/3 per day from Jan 15 - 1931 to Feb 7 - 1931	$25.59
Board and lodging furnished W. W. Griffiths for 30 days at $1.16 1/3 per day from Jan 15 - 1931 to Feb 15- 1931	$35.00
TOTAL	$60.59

and that the said board and lodging furnished was and is of the reasonable and agreed value of $60.59, no part of which has been paid and same is now past due and owing; that the said board and lodging was furnished for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said board and lodging was furnished J. O. Griffiths and W. W. Griffiths in connection with work performed on the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 20 day of April, 1931.

ED LUNDY
Silver Lake, Oregon

Endorsed: File No. 342
Filed April 27, 1931
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Ed Lundy, doing business as Chrissman Hotel, for board and lodging furnished in the sum of $60.59 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, in connection with the construction of the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 27, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 27thday of April, A. D. 19 31

Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Ed Lundy, doing business as Chrissman Hotel, for board and lodging furnished in the sum of $60.59 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, in connection with the construction of the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 27, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon,

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 27th day of April, A. D. 19 31

Hal E Hoss

Secretary of State

#1228

PR 136

April 22, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 20th instant in which you inclose three certified copies of the notice of claim filed in your office by Harold Williams for labor performed in the sum of $155.00 in connection with the contract awarded to the Union Construction Company for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PH

April 22, 1951

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of the notices of claims filed against the Union Construction Company in connection with the contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway by the following:

Harold Williams for labor	$155.00
Lee Hollenbeck for labor	$193.80
Mark Ferns for labor	$155.00

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FH
Inc.

cc Union Construction Company
Union, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 20, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by Harold Williams for labor performed in the sum of $155.00 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Lindsay

HM
enc

RECEIVED
APR 23 1931

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned Harold Williams has a claim for work and labor performed at the rate of $5.00 per day during the months of January and February, 1931, as follows:

January 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30 and 31, making a total of 19 days in January at $5.00 per day - - - - - - - - - - - - - - - - - - $95.00

February 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12 and 13, making a total of 12 days in February at $5.00 per day - - - - - - - - - - 60.00

TOTAL $155.00

and that the said labor performed was and is of the reasonable and agreed value of $155.00, no part of which has been paid and same is now past due and owing; that the said work and labor was performed for the Union Construction Co., a corporation, in accordance with a verbal contract, nd claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said work was performed on the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 17th day of April, 1931.

HAROLD WILLIAMS
555 Federal Street,
Bend, Oregon.

Endorsed: File No. 958
Filed April 20, 1931
HAL E. HOSS, Secretary

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Harold Williams for labor performed in the sum of $155.00 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E Hoss

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Harold Williams for labor performed in the sum of $155.00 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E. Hoss

Secretary of State

#1225

PR:360

April 22, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 20th instant in which you inclose three certified copies of the notice of claim filed in your office by Lee Hollenbeck for labor performed in the sum of $195.80 in connection with the contract awarded to the Union Construction Company for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW

April 22, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of the notices of claims filed against the Union Construction Company in connection with the contract for the grading of the Silver Lake-Picture Rock Pass Section of the Present Highway by the following:

Harold Williams for labor	$155.00
Lee Hollenbeck for labor	$198.80
Mark Burns for labor	$154.00

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FH
Inc.

cc Union Construction Company
Union, Oregon

E. Hoss
Secretary of State

C. N. Laughridge
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 20, 1931

Oregon State Highway Commission
Oregon State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from E. O. Stadter, Attorney, First National Bank Bldg., Bend, Oregon, and filed as of this date a notice of claim by Lee Hollenbeck for labor performed in the sum of $193.80 against the bond taken from Union Construction Company, principal, and U. S. Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc.

APR 1931

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN, that the undersigned Lee Hollenbeck has a claim for work rendered and performed Union Construction Co. in December, 1950, under and by virtue of a verbal contract entered into with the said Union Construction Co. thru it s officer and agent, Carl LaCount. The said work and labor being done between Stations 4549 + 4950 to 4961 on what is known as the Silver Lake-Picture Rock Pass section of the Fremont Highway, being 1615 cubic yards of earth moved at the rate of 12¢ per yard, or a total of $193.80, and that no part of the same has been paid; that the said work and labor was performed for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co.

Dated this 17th day of April, 1951.

LEE HOLLENBECK
Silver Lake, Oregon.

Endorsed: File No. 938
Filed April 20, 1951
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Lee Hollenbeck for labor performed in the sum of $193.80 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E Hoss

Secretary of State

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Lee Hollenbeck for labor performed in the sum of $193.80 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E Hoss

Secretary of State

#1224
PR 1360

April 22, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 20th instant in which you inclose three certified copies of the notice of claim filed in your office by Lee Hollenbeck for labor furnished in the sum of $150.00 in connection with the contract awarded to the Union Construction Company for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FS

April 22, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of the notices of claims filed against the Union Construction Company in connection with the contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway by the following:

Lee Hollenbeck for labor $ 180.00

J. O. Griffiths for labor $ 74.25

W. W. Griffiths & Lee Hollenbeck for labor $ 213.50

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Enc.

cc Union Construction Company
Union, Oregon

HAL E. Hoss
Secretary of State

C. N. Laughridge
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 20, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by Lee Hollenbeck for labor furnished in the sum of $150.00 against the bond taken from Union Construction Company, principal, and U. S. Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

We are enclosing herewith for your information and files a certified copy of this notice together with two additiona copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Linsley

HM
enc.

APR 22 1931

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned Lee Hollenbeck has a claim for work and labor performed at the rate of $5.00 per day during the months of January and February, 1951, as follows:

January 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30 and 31, making a total of 19 days in January at $5.00 per day -	$95.00
February 2, 3, 4, 5, 6, 7, 9, 10, 11, 12 and 13, making a total of 11 days in February at $5.00 per day -	55.00
TOTAL	$150.00

and that the said labof performed was and is of the reasonable and agreed value of $150.00, no part of which has been paid and same is now past due and owing; that said work and labor was performed for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said work was performed on the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 17th day of April, 1951.

LEE HOLLENBECK
Silver Lake, Oregon.

Endorsed: File No. 884
Filed April 20, 1951
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Lee Hollenbeck for labor performed in the sum of $150.00 against the bond taken from the Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E Hoss

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Lee Hollenbeck for labor performed in the sum of $150.00 against the bond taken from the Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E Hoss

Secretary of State

PR 136.D

April 22, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 20th instant in which you inclose three certified copies of the notice of claim filed in your office by W. S. Griffiths & Geo Hollenbeck for labor performed in the sum of $213.50 in connection with the contract awarded to the Union Construction Company for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

This information is being forwarded to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FW

April 22, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of the notices of claims filed against the Union Construction Company in connection with the contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway by the following:

Lee Hollenbeck for labor $ 150.00

J. O. Griffiths for labor $ 74.25

W. W. Griffiths & Lee
Hollenbeck for labor $ 215.50

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW
Inc.

cc Union Construction Company
Union, Oregon

...cretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 20, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by W. W. Griffiths & Lee Hollenbeck for labor performed in the sum of $213.50 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

HM

By Edith Libby

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned W. W. Griffiths and Lee Hollenbeck have a claim for work and labor performed by working 5 teams of horses at the rate of $3.00 per team per day during the months of January and February, 1931, as follows:

January 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30 and 31, making a total of 18 days in January for 5 teams at $3.00 per team per day - - - - - - -	$270.00	
February 2, 3, 4, 5, 6, 7, 9, 10, 11, 12 and 13, making a total of 11 days in February for 5 teams at $3.00 per team per day -	165.00	
And on December ____, 1930, 1 day's work for 5 men and 10 horses at the agreed price of- - - - - - - - - - - - - -	30.00	
		$465.00

DEDUCTIONS

Aune Bros., Bend, Oregon, for feed - - - - - - - - - - - - - -	101.05	
Ross M. Small, Summer Lake, Oregon for feed- - - - - - - -	80.00	
A. M. Reeder, Silver Lake, Oregon, trucking- - - - - - - -	70.45	
Total deductions		251.50
Balance due - - - - -		$213.50

and that the said labor performed was and is of the reasonable and agreed value of $465.00, no part of which has been paid and same is now past due and owing; that during said time the said feed bills and trucking as above indicated were contra cted, and that the said work and labor was performed for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimants hereby claim a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said work was performed on the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 17th day of April, 1931.

W. W. GRIFFITHS & LEE HOLLENBECK

By W. W. GRIFFITHS

Endorsed: File No. 937
Filed April 20, 1931
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by W. W. Griffiths and Lee Hollenbeck for labor performed in the sum of $213.50 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E Hoss

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by W. W. Griffiths and Lee Hollenbeck for labor performed in the sum of $215.50 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E. Hoss

Secretary of State

#1288

IP 1360

April 28, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 20th instant in which you inclose three certified copies of the notice of claim filed in your office by J. S. Griffiths for labor performed in the sum of $74.25 in connection with the contract awarded to the Union Construction Company for the grading of the Silver Lake - Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FW

April 22, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copies of the notices of claims filed against the Union Construction Company in connection with the contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway by the following:

Lee Hollenbeck for labor $ 150.00

J. O. Griffiths for labor $ 74.25

W. W. Griffiths & Lee
Hollenbeck for labor $ 215.80

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FW
Inc.

cc Union Construction Company
Union, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 20, 1951

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by J. O. Griffiths for labor performed in the sum of $74.25 against the bond taken from Union Constuction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

We are enclosing herewith for your information and files a certified copy of this notice together with two addition al copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

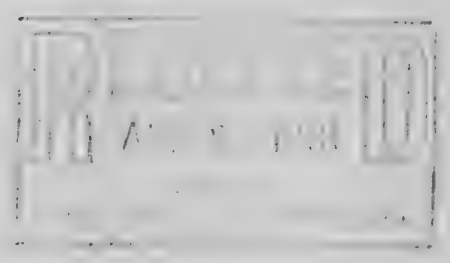
Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc.



To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned J. O. Griffiths has a claim for work and labor performed at the rate of $5.00 per day during the months of January and February, 1931, as follows:

January 16, 17, 18, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30 and 31, making a total of 14 days in January at $5.00 per day - - -	$70.00	
Chrissman Hotel board bill - - - - - - - - - -	17.50	
Balance for January		$52.50
February 2, 3, 4, 5, 6 and 7, making a total of 6 days in February at $5.00 per day - - - -	$30.00	
Chrissman Hotel board bill- - - - - - - - - - -	8.25	
Balance for February		21.75
Total balance due - -		$74.25

and that the said labor performed was and is of the reasonable and agreed value of $100.00, no part of which has been paid and same is now past due and owing; that during said time the said board bills as above indicated were contracted, and that the said work and labor was performed for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said work was performed on the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 17th day of April, 1931.

J. O. GRIFFITHS
555 Federal Street,
Bend, Oregon.

Endorsed: File No. 938
Filed April 20, 1931
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by J. O. Griffiths for labor performed in the sum of $74.25 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by J. O. Griffiths for labor performed in the sum of $74.25 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 1931.

Hal E Hoss

Secretary of State

#1228

PR 136 Q

April 22, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 20th instant in which you inclose three certified copies of the notice of claim filed in your office by Mark Ferns for labor performed in the sum of $135.00 in connection with the contract awarded to the Salem Construction Co. for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW

April 22, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

I hand to you herewith copies of the notices of claims filed against the Union Construction Company in connection with the contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway by the following:

Harold Williams for labor $155.00

Lee Rollenbock for labor $193.80

Clark Ferns for labor $135.30

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

Enc.

cc Union Construction Company
Union, Oregon

...ecretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 20, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by Mark Ferns for labor performed in the sum of $135.00 against the bond taken from Union Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Lindley

Hal
enc.

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned Mark Ferns has a claim for work and labor performed at the rate of $5.00 per day during the months of January and February, 1951, as follows:

January 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30 and 31, making a total of 16 days in January at $5.00 per day - - - - - - - - $80.00

February 2, 3, 4, 5, 6, 7, 9, 10, 11, 12 and 13, making a total of 11 days in February at $5.00 per day - 55.00

TOTAL $135.00

and that the said labor performed was and is of the reasonable and agreed value of $135.00, no part of which has been paid and same is now past due and owing; that the said work and labor was performed for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said work was performed on the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 17th day of April, 1951.

MARK FERNS
Silver Lake, Oregon

Endorsed: File No. 935
Filed April 20, 1951
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Mark Ferns for labor performed in the sum of $135.00 against the bond taken from Union Construction Company, principal, and United States Fidelity & Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 19 31.

Hal E Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Mark Ferns for labor performed in the sum of $135.00 against the bond taken from Union Construction Company, principal, and United States Fidelity & Guaranty Company, surety, for work on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on April 20, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 21st day of April, A. D. 19 31.

Hal E. Hoss

Secretary of State

PR 136 D

E. O. STADTER
Attorney-at-Law
FIRST NATIONAL BANK BLDG.
BEND, OREGON

April 17, 1931

Mr. E. O. Stadter
Attorney at Law
First National Bank Bldg.
Bend, Oregon

Dear Sir:

Your letter of the 15th instant addressed to Hal. E. Hoss Secretary of State, in which you request certain information about the bond furnished by the Union Construction Company in connection with their contract for the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway, has been referred to this office for reply.

This contract consists of 13.53 miles of grading work and is known as state highway contract #1228. The bond furnished by the contractor was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is the local agent with offices in the Porter Building, Portland, Oregon. According to our records the United States Fidelity & Guaranty Company is incorporated under the laws of the State of Maryland.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HBC:W

BEND, OREGON

April 15, 1931

Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir:

Several claims for work done and materials furnished at the request of Union Construction Company in the construction of a portion of the Freemont Highway, being what is known as the Silver Lake-Picture Rock Pass section thereof, have been turned over to me for attention and I understand that the United States Fidelity & Guaranty Company is the surety bond furnished by the said Construction Company, and I would appreciate it if you would advise me under the laws of what State this Surety Company is incorporated and who their statutory agent is, if any they have.

Ordinarily I would probably ask this information from the Corporation Department, but as this has to do with road contracts which I understand come within your jurisdiction, I make the request of you, and trust that you will be able to give me the information, there apparently being a number of these claims which have not been taken care of.

Yours truly,

E. O. Stadter

EOS:OS

APR 17 1931

ANSWERED
H. B. G.

Respectfully referred to the

State Highway Commission.

HAL E. HOSS, Secretary of State.

SECRETARY OF STATE
RECEIVED
APR 16 1931

#1228
Lake Co
PR 136 B

April 9, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Miss Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 7th instant in which you inclose three copies of the notice of claim filed by Silver Lake Service Station for materials furnished in the sum of $35.19 against the Union Construction Company for the work of grading in connection with the contract for the Silver Lake-Picture Rock Section of the Fremont Highway.

This information is being handed to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

April 9, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copy of the notice of claim of the Silver Lake Service Station filed in the office of the Secretary of State. This claim being against the Union Construction Company is for materials furnished in the sum of $36.19 in connection with the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

This information is given you as you appear as surety on the bond furnished in connection with the above mentioned contract.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PM
Inc.

cc Union Construction Co.
Union, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 7, 1931

Oregon State Highway Commission
Oregon State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date a notice of claim by Silver Lake Service Station for materials furnished in the sum of $35.19 against the bond taken from the Union Construction Company for the work of grading the Silver Lake-Picture Rock Section of the Freemont Highway.

We are enclosing herewith for your files and information a copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS.

Secretary of State.

By

HM
encs.

E. J. Egli, Prop.

SILVER LAKE GARAGE & MACHINE SHOP
Auto repairing of all kinds, gasoline
oils and accessories

Silver Lake, Ore. 4/5/51

"Ford Car Agency"

To the State of Oregon and to Hal E. Hoss, Secretary of State.

Notice is hereby given that the undersigned, Silver Lake Garage and Machine Shop, as now called TheSilver Lake Service Station. has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of. Thirty Five and 19/100 ($35.19) Dollars. against the Union Construction Co. for the work of gradeing, The Silver Lake Picture Rock Section, of the Fremont Highway, In SilverLake Lake Co. Oregon.

Dated at Silver Lake Oregon. April 5 1951

Silver Lake Service Station.

By. E. J. EGLI

Endorsed: File No.925
Filed April 7, 1951
HAL E. HOSS
Secre tary of State

#128
Lot 2
PR 136 B

April 7, 1931

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Porter Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1228 for the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, consisting of 15.85 miles of grading, has been completed by the contractors, Union Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 17th, 1931.

The State has been advised of several claims against this contract for labor and material, all of which you also have been advised. The State assumes no responsibility for these claims or any others which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract and which will include the final payment will be $34,142.36.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. Mc Farland.

F 1228
Lotec
PR 1360

April 4, 1931

United States Fidelity & Guaranty
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a notice of claim filed in the office of the Secretary of State by W. W. Griffiths against the Union Construction Company in connection with the contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway. The claim is in the sum of $90.00 and is for work performed for the Union Construction Company.

This information is given you as you appear as surety on the bond furnished in this connection.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

cc Union Construction Company
Union, Oregon

April 4, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of March 31st in which you inclose three certified copies of the claim filed in your office by W. W. Griffiths for labor performed in the sum of $90.00 in connection with the contract awarded the Union Construction Company for work performed on the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

March 31, 1931

Oregon State Highway Commission
State Office Building

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim by W. W. Griffiths for labor performed in the sum of $90.00 against the bond taken from Union Construction Company, principal, and United States Fidelity & Guaranty Company, surety, for work performed on the Silver Lake-Picture Rock Pass Section of the Freemont Highway.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

FM
enc.

To Hal E. Hoss, Secretary of State, Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned W. W. Griffiths has a claim for work and labor performed as foreman at the rate of $5.00 per day during the months of January and February, 1951, as follows:

January 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30 and 31, making a total of 14 days in January at $5.00 per day	$70.00	
Chrissman Hotel board bill	17.50	
Balance for January		$52.50
February 2, 3, 4, 5. 6, 7, 9, 10, 11, 12 and 13, making a total of 11 days in February at $5.00 per day	$55.00	
Chrissman Hotel bill.	17.50	
Balance for February		$37.50
Total Balance due		$90.00

and that the said labor performed was and is of the reasonable and agreed value of $125.00; that during said time the said board bills as above indicated were contracted, and that the said work and labor was performed for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is United States Fidelity & Guaranty Co., and that said work was performed on the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 30th day of March, 1951.

W. W. GRIFFITHS
528 Riverfront,
Bend, Oregon.

Endorsed: File No. 915
Filed March 31, 1951
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by W. W. Griffiths for labor performed in the sum of $90.00 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work performed on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on March 31, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 2nd day of April, A. D. 1931.

Hal E. Hoss

Secretary of State

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by W. W. Griffiths for labor performed in the sum of $30.00 against the bond taken from Union Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for work performed on the Silver Lake-Picture Rock Pass Section of the Freemont Highway, with the original notice of claim filed in the office of the Secretary of State on March 31, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 2nd day of April, A. D. 1931.

Hal E. Hoss

Secretary of State

PR 136D.

C-1

March 17, 1931.

Memorandum to accompany first voucher in triplicate on Oregon Federal Aid Project No. 136D for the period October 10, 1930, to January 10, 1931, submitted in the amount of $19,153.51. The voucher has been reduced $17.49.

The voucher as submitted claims Federal aid for the bridge portion of the project in the sum of $2,858.28, whereas the amount allotted under the project agreement is $2,840.79. Necessary corrections have been made and the voucher is being passed for payment in the amount of $19,136.02.

Division of Control,

By

Chief of Division.

367

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

March 24, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Federal Aid claimed on Oregon Federal Aid Project No. 147-C has been recommended in the sum of $16,140.63. The amount claimed on the final voucher submitted was $16,855.05.

The reductions were made on the items of concrete pipe which were second low bid. The items were carried out at "low bid prices" and full 62.23% Federal Aid claimed on all items.

Very truly yours,

W. H. LYNCH
District Engineer

16855.05
16140.63
714.42

( ) 362

Jom

#1228

PR 136 D

March 16, 1931

U. S. Fidelity & Guaranty Co.
Walter P. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This is to inform you that we have today received notices of claim as follows against the Union Construction Company in connection with its contract for the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, State Highway Contract no. 1228:

Lee Hollenbeck, $193.80 for services rendered under verbal contract during December, 1930. Lee Hollenbeck, $150.00 for services rendered during the month of January and the month of February, 1931. Mark Ferns, $135.00 for services rendered during the months of January and February, 1931. Harold Williams, $135.00 for services rendered during the months of January and February, 1931.

This information is given you since you appear as surety on the bond furnished by the Union Construction Company in connection with this work.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:S

cc Union Const. Co.
Union, Oregon

To The State of Oregon represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned Lee Hollenbeck has a claim for work rendered and performed Union Construction Company in December, 1930, under and by virtue of a verbal contract entered into with the said Union Construction Company thru its officer and agent, Carl LaCount. The said work and labor being done between Stations 4549 + 4950 to 4961 on what is known as the Silver Lake-Picture Rock Pass Section of the Fremont highway, being 1615 cubic yards of earth moved at the rate of 12¢ per yard, or a total of $193.80, and that no part of the same has been paid. Claim being hereby presented against the bond taken from Union Construction Company, a corporation, as principal, and the surety or sureties upon such bond, for the work of the said Lee Hollenbeck, and that the said contract is finally completed and the said sum of $193.80 is now past due and owing.

Dated this 12th day of March, 1931.

Lee Hollenbeck

To The State of Oregon, represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned Mark Ferns _____ has a claim for work rendered and performed for Union Construction Co., in the months of January and February, 1931, as follows:

16 days in January at $5.00 per day	$80.00
11 days in February at $5.00 per day	55.00
Total	$135.00

and that no part of the same has been paid, and claim is hereby presented against the bond taken from Union Construction Co., a corporation, as principal, and the surety or sureties upon such bond, for the work of the said Mark Ferns, and that said work and labor was performed on what is known as the Silver Lake-Picture Rock pass section of the Fremont Highway.

Dated this 9th day of March, 1931.

Mark Ferns

The foregoing work was performed on the following days in January:

14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30 and 31

And on the following days in February:

2, 3, 4, 5, 6, 7, 9, 10, 11, 12, and 13

To The State of Oregon, represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned Lee Hollenbeck _____ has a claim for work rendered and performed for Union Construction Co., in the months of January and February, 1931, as follows:

19 days in January at $5.00 per day	$95.00
11 days in February at $5.00 per day	55.00
Total .	$150.00

and that no part of the same has been paid, and claim is hereby presented against the bond taken from Union Construction Co., a corporation, as principal, and the surety or sureties upon such bond, for the work of the said Lee Hollenbeck, and that said work and labor was performed on what is known as the Silver Lake-Picture Rock pass section of the Fremont Highway.

Dated this 9th day of March, 1931.

Lee Hollenbeck

The foregoing work was performed on the following days in January:

11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, and 31

And on the following days in February:

2, 3, 4, 5, 6, 7, 9, 10, 11, 12, and 13

To The State of Oregon, represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned Harold Williams has a claim for work rendered and performed for Union Construction Co. in the months of January and February, 1931, as follows:

19 days in January at $5.00 per day	$95.00
12 days in February at $5.00 per day	60.00
Total	$155.00

and that no part of the same has been paid, and claim is hereby presented against the bond taken from Union Construction Co., a corporation, as principal, and the surety or sureties upon such bond, for the work of the said Harold Williams, and that said work and labor was performed on what is known as the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 9th day of March, 1931.

Harold Williams

The foregoing work was performed on the following days:

January 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30 and 31, and on the following days in February:
1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12 and 13

#1228

PR 136 D

March 16, 1938

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This is to inform you that we have received another claim against the Union Construction Company in connection with its contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County. This claim is that of the Silver Lake Garage and Machine Shop and is for gasoline and oil furnished the Union Construction Company in the sum of $56.19 and used in connection with the above mentioned job.

We give you this information since you appear as surety on the bond furnished by the Union Construction Company in connection with this work.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HDG:W

cc Union Construction Co.
Union, Oregon

March 16, 1931

Silver Lake Garage & Machine Shop
Silver Lake, Oregon

Gentlemen:

We acknowledge receipt of your letter of the 14th instant inclosing a copy of your account against the Union Construction Company, the amount being in the sum of $33.19 for gasoline and oil furnished the Union Construction Company in connection with its contract for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County.

In connection with this contract the Union Construction Company furnished the State with a surety bond for the protection of claims incurred against the project. This bond is offered to you for the protection of your claim and we would suggest that you take the matter up with the agent of the bonding company. If you do not secure satisfaction from him then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws for 1930, a mimeographed copy of which we inclose.

The surety on the bond furnished by the Union Construction Company in this instance is the United States Fidelity & Guaranty Company, Walter F. Cline, Agent, Porter Building, Portland, Oregon.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W
Inc.

To The State of Oregon represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned E. J. Egli, doing business at Silver Lake, Oregon, under the firm name and style of Silver Lake Garage & Machine Shop, has a claim for gas and oil furnished and delivered to Union Construction Company at the request of its agent, Carl La Count, during the months of January and February, 1931, amounting to the sum of $35.19, as per detailed statement,giving the dates and amounts of the gas and oil furnished, attached hereto, hereby referred to and made a part of this claim, and that no part of the same has been paid. Claim being hereby presented against the bond taken from Union Construction Company, a corporation, as principal, and the surety or sureties upon such bond, for said gas and oil, and that the said gas and oil was furnished for and used in the construction of what is known as the Silver Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 12th day of March, 1931.

SILVER LAKE GARAGE & MACHINE SHOP

By E. J. Egli

E. J. EGLI, PROP.

SILVER LAKE GARAGE & MACHINE SHOP

AUTO REPAIRING OF ALL KINDS, GASOLINE
OILS AND ACCESSORIES

SILVER LAKE, ORE. 3/14/31

"FORD CAR AGENCY"

Union Construction Co.

Dr, To the Silver Lake Garage.

1/ 8/31-6-Gal Gas	1.86
1/ 9/31-5- Gal Gas	1.55
1/11/31-7 1/2 Gal Gas	2.33
1/14/31-7-Gal Gas	2.17
1/18/31-3-,,, ,,,	2.48
1/21/31-3-,,, ,,,	2.48
1 21/3-1 1/2 Gal Oil	1.40
1/24/31-7-Gal Gas	2.17
1/25/31-5-Gal Gas	1.55
1/28/31-5-,,, ,,,	1.55
1/30/31-7-Gal Gas	2.17
1/31/31-3-,,, ,,,	.93
2/ 2/31-6-,,, ,,,	1.86
2/ 2/31-3-,,, ,,,	2.79 9
2/ 5/31-7-,,, ,,,	2.17
2/ 8/31-5-,,, ,,,	1.55
2/11/31-8-,,, ,,,	2.48
2/11/31-5/8 S.A.E. Bolt	.15
2/31/31-5-Gal Gas	1.55
Total Amt, Due,	35.19

#1228
Lake Co
FP136Q

March 11, 1931

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This is to inform you that we have received a communication from Mr. J. O. Griffiths of Griffiths & Hollenbeck, Bend, Oregon, to the effect that they have three claims against the Union Construction Company in connection with their contract for the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, contract no. 1228. One of these is in the sum of $213.50 for team hire; a second is for $818.52 for subcontract work; and the third is for $125.00 for board bill at the Chrissman Hotel.

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBC:S

cc Union Construction Co.
Union, Oregon

March 11, 1931

W. W. Griffiths & Lee Hollenbeck
328 Riverfront
Bend, Oregon

Attention: W. W. Griffiths

Gentlemen:

We acknowledge receipt of your letter of the 9th instant advising us that you have three claims against the Union Construction Company arising out of its contract for the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County. We note that one of these claims is in the sum of $213.50 for team hire; one is for $816.52 for subcontract work and the third is for $125.00 for board bill at the Chrissman Hotel.

In connection with this contract the Union Construction Company furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline is the local agent, with offices in the Porter Building, Portland. We offer this bond to you for your protection and would suggest that you take thematter of the claim up with the agent of the bonding company. You wtill have recourse to action in the courts if you get no satisfaction doing this. We would also suggest that you file notice of your claim with the Secretary of State, in accordance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we enclose for your further information. You will note that this notice should be filed with the Secretary of State prior to the expiration of a period of one year from the date of completion of the project, since the bond is automatically released from obligation after that time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

Bend, Oregon

March 9, 1931

State Highway Commission,
Salem, Oregon.

Gentlemen:

I am enclosing herewith three claims against the State, Union Construction Co. and its bondsmen.

One claim being for a balance of $818.52, being the balance due under contract, copy of which is attached thereto.

One claim being for $213.50 after the state or the constructing company pays either to Griffiths and Hollenbeck the amounts of bills incurred by doing this work, or to myself.

The third claim being to myself individually, amounting to a balance of $125.00 and that board bills due the Chrissman Hotel should be deducted and paid direct to the Hotel, if you so desire.

Yours truly,

W.W.GRIFFITHS & LEE HOLLENBECK

By W. W. Griffiths

328 Riverfront,
Bend, Oregon.

ANSWERED
H. B. G.

To The State of Oregon, represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned W. W. Griffiths and Lee Hollenbeck have a claim for work, labor and services performed as per contract dated October 31, 1930, wherein Union Construction Co., a corporation, authorized and employed said parties to perform certain work in the construction of a road known as the Silver Lake-Picture Rock Pass section of the Fremont Highway, and that such work was done between Stations 4946 and 5071, and which work was approved February 14, 1931, by Engineer John T. Burch, said work having been completed several weeks prior, and that said claim is 17226 yards at 12¢ per yard, or a total of $2067.12, less expenses paid by Union Construction Co. $645.83; less cash paid $602.77. Total claims $1248.60, balance due $818.52, and hereby claim said sum as against the said Union Construction Co., a corporation, and its bond _____, surety upon said bond, for work of said W. W. Griffiths and Lee Hollenbeck, and that said claim is for constructing the said highway in accordance with contract hereinbefore mentioned, a copy of which is attached hereto.

Dated this 9th day of March, 1931.

W. W. GRIFFITHS & LEE HOLLENBECK

By W. W. Griffiths

C O N T R A C T

THIS AGREEMENT made and entered into this 31st day of October, 1930, by and between UNION CONSTRUCTION CO. a corporation, party of the first part, and W. W. Griffiths & Lee Hollenbeck party of the second part witnesseth:

That in consideration of the prices and agreements hereinafter given, the party of the second part hereby promises and agrees to do in a good and workmanlike manner all of the work and render the services, as hereinafter specified, and does agree that the Engineer of the OREGON STATE HIGHWAY COMMISSION shall be the sole arbitrator as to whether or not said work shall have been done in a good and workmanlike manner, and the second party does agree to accept the findings of said Engineer, or his duly authorized deputy or associate Engineer, to determine as to whether or not said work shall have been done in a good and workmanlike manner; and said second party does agree to be bound by all of the terms and specifications and special provisions of the contract, as entered into between said first party and the OREGON STATE HIGHWAY COMMISSION, which contract is referred to and made a part and parcel of this contract as though incorporated herein and specifically set out in words and figures herein, excepting the clauses covering prices and methods of payment and date of completion of said work, which contract and specifications are now on file in the office of the first party at Silver Lake, Oregon, and have been read by the parties of the second part or have been explained in detail, and may be examined and inspected by the party of the second part at any time.

And said second party does agree at the time of the final settlement of said contract to accept the estimate of the work done by him, as given to the party of the first part by the Engineer of the Oregon State Highway Commission or his duly authorized deputy or associate Engineer.

Said second party hereby agreed to do the work herein contracted to be done upon what is known as the SILVER LAKE-PICTURE ROCK PASS SECTION of the FREMONT HIGHWAY in LAKE COUNTY, OREGON between station 5070 and station _____, for which section of road the party of the first part now has a contract with said OREGON STATE HIGHWAY COMMISSION.

Said second party hereby agrees to grade and complete road bed between the above stations to the complete satisfaction and acceptance of the same by the Engineer in charge and the party of the first part. And the first party in consideration of the faithful performance of the terms, conditions and agreements, herein contained, agree to pay, and the second party agrees to accept the following prices:

ITEM	APPROXIMATE QUANTITIES	UNIT PRICE
Common Excavation _____	cu. yds more or less	U.12¢ per cu. yd.

to be paid monthly, eighty-five per cent (85%) of the amount earned, based upon the estimates as given by the Engineer in charge, the remaining fifteen per cent (15) to be retained by the first party until the completion of said work, and the acceptance of the same by the Engineer of the Oregon State Highway Commission. It is further understood and agreed that the second party shall receive such monthly payments within five (5) days after the first party shall have received its vouchers or checks from the State of Oregon, for such monthly estimates, and it is also agreed that any accounts so charged to and contracted by the second party shall be deducted from the monthly estimate, the remaining (15%) fifteen per cent to be held by the first

party not later than (35) thirty-five days after his part of the contract is completed, all accounts settled covering labor, materials, hay and grain, rentals and provisions, and the work accepted by the Engineer in charge.

AND IT IS FURTHER AGREED that if said work is not completed on or before DECEMBER fifteenth (15) 1930, or, if in the opinion of the first party it appears at any time during the progress of the work, that said work will not be completed by said second party on this date, then the said first party shall have the right at its option, upon notifications to second party, either to take over said work immediately, reserving the right to terminate this contract and settle for the same with the second party on the basis covering the amount of work done according to the cubic yardage that the Engineer in charge estimates between these stations. Or, to employ additional men, teams or equipment in the completion of said work, and to charge the expense thereof to the said second parties, or, to sublet any portion thereof not completed to any other person or person, whatsoever, and charge said expense to said second parties, provided further, that the first party shall have the right, without any legal proceedings, to immediately take over and possess itself of all tools, equipment, supplies and teams of the party of the second part and retain possession of the same for the purpose of completing said work. And any excess cost by virtue of the violation of the terms or conditions of this contract, as herein specified, shall be deducted from any money due and owing to said parties of the second part.

AND IT IS FURTHER AGREED AND UNDERSTOOD that the quantity of materials to be moved and work to be done as set forth on Page two (2) of this contract, may be reduced or increased at the direction of the Engineer in charge of said work.

The second party also agrees to commence and continue his work upon said road at such place or places thereon as the first party or the Engineer in charge may direct.

And the party of the second part further agrees that he will be bound by any and all the agreements made for accident and indemnity insurance by the party of the first part, including any application for the benefit of the WORKMAN'S COMPENSATION ACT, and hereby designate the party of the first part to act as his agent, for the joint or separate protection of both parties hereto accordingly.

The party of the second part further agrees that he will promptly pay for all materials, supplies, hay and grain, labor, rentals etcetra procured or used by him or his agents or employees in the carrying out of the work herein provided for, and that he will not suffer nor permit any claims for labor, materials, supplies etcetra arising out of such work to be filed with the Secretary of State or otherwise to become a lien upon said work or upon any money due or to become due the first party from the State of Oregon, or to become a charge or lien which the first party will be obliged to pay or assume to protect its own interest, and that he will hold the party of the first part harmless from all such claims.

And said second party does agree that if any dispute shall arise between the first party and the second party that the Engineer for the Oregon State Highway Commission, shall be the sole arbitrator and said parties do agree to accept the findings, determinations, and decisions made by said Engineer of the Oregon State Highway Commission with respect to any controversies, disputes or differences and do agree that this contract shall provide the sole remedies existing between said parties, and not otherwise.

It is further agreed that the second party shall begin work

herein provided within _____ days from the signing of this contract.

IN WITNESS WHEREOF the parties have hereunto set their hands in duplicate the day and year first above written.

UNION CONSTRUCTION CO.

EXECUTED IN THE PRESENCE OF US AS WITNESSES.

By CARL LO CONT
Party of the first part.

J. W. Clark
Vernon Clark

W. W. Griffiths

Party of the Second part.

To The State of Oregon, represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned W. W. Griffiths and Lee Hollenbeck have a claim for labor furnished and performed by working 5 teams of horses at the rate of $3.00 per team per day during the month of January and February, 1931, and 1 day's work for 3 men and 10 horses, $30.00, on what is known as the Silver Lake-Picture Rock Pass section of the Fremont highway, amounting to the sum of $465.00, and against which sum there are the following claims to be paid:

Aune Bros. for feed	$101.05
Ross M. Small for feed	80.00
A. M. Reider, trucking	70.45
Total	$251.50

leaving a balance of $213.50.

And that the foregoing expenses were incurred during the work above mentioned, and claim for Balance of the same against Union Construction Company, a corporation, and against the bond taken from them as principal and the surety or sureties upon said bond for work and services as above indicated, and that the said work and services were performed in the construction of the portion of the road hereinbefore mentioned.

Dated this 9th day of March, 1931.

W.W.GRIFFITHS & LEE HOLLENBECK

By W. W. Griffiths

To The State of Oregon, represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned W. W. Griffiths has a claim for work and labor performed as foreman at the rate of $5.00 per day during the months of January and February, 1931, as follows:

January, 14 days at $5.00	$70.00	
Chrissman Hotel board bill	17.50	
Balance .		$52.50
February, 11 days at $5.00	55.00	
Chrissman Hotel bill	17.50	
Balance		37.50

and that the said labor performed was and is of the reasonable and agreed value of $125.00; that during said time the said board bills as above indicated were contracted and that the said work and labor was performed for the Union Construction Co., a corporation, in accordance with a verbal contract, and claimant hereby claims a lien against the bond of Union Construction Co., whose surety is _____ _____, and that said work was performed on the Silver-Lake-Picture Rock Pass section of the Fremont Highway.

Dated this 9th day of March, 1931.

W. W. Griffiths

#1228
Fisher
PR 136 D

March 11, 1931

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This is to inform you that we have received a communication from Mr. J. O. Griffiths of Bend, Oregon, to the effect that he has two claims against the Union Construction Company in connection with its contract for the construction of the Silver Creek-Picture Rock Pass Section of the Fremont Highway in Lake County, contract no.1228. One of these is in the sum of $74.25, being a board bill at the Chrissman Hotel and the other is in the sum of $692.61 and is for services rendered under a subcontract agreement with the Union Construction Company.

This information is given you as you appear as surety on the bond furnished by the Union Construction Company in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

cc Union Construction Co.
Union, Oregon

March 11, 1931

Mr. J. O. Griffiths
555 Federal Street
Bend, Oregon

Dear Sirs

We acknowledge receipt of your letter of the 9th instant enclosing statement of your claim against the Union Construction Company for services rendered that Company in connection with its contract for the construction of the Silver Creek-Picture Rock Pass Section of the Fremont Highway in Lake County, Contract No. 1228, said claims being in the sums of $692.61 and $74.25, respectively.

In connection with this contract the Union Construction Company furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond is offered to you for your protection. We would suggest that you take the matter up with the agent of the bonding company for further action. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is the local agent, with offices in the Porter Building, Portland. If you do not get get any satisfaction through the bonding company then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we enclose for your further information.

The bond is automatically released from obligation after the period of one year from the date of completion of the contract unless you have filed notice of claim with the Secretary of State, as outlined above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:S
Enc

Bend, Oregon
March 9, 1931

State Highway Commission,
Salem, Oregon.

Gentlemen:

I am enclosing herewith my claims as against the Union Construction Co., State Highway Commission and the State of Oregon, as well as the bond furnished by the Union Construction Co. as follows:

One claim for $74.25, after the State has paid a board bill of $25.75 to Chrisman Hotel.

The other claim being for a balance due of $692.61 under the terms of a contract.

Yours truly,

J. A. Griffith
655 Federal St.
Bend, Oregon.

ANSWERED
H. B. G.

To The State of Oregon, represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned J. O. Griffiths has a claim for work and services performed under and by virtue of a contract with Union Construction Co., a corporation, a copy of which is attached hereto; that said work was done between Stations 4856 and 4946 on what is known as the Silver Lake-Picture Rock Pass section of the Fremont Highway, and that in the performance of said contract 14,291.6 cubic yards of earth etc., was moved at the agreed price of 12¢ per yard, making a total of $1714.99 for such work, and that thereafter the further work consisting of one four horse team and two men for one-half day at the agreed price of $11.00, making a grand total of $1725.99

Credits:

Paid by furnishing feed, labor and supplies	$733.38	
Cash paid	300.00	
Total credits		$1033.38
Balance still due		692.61,

for which, claim is hereby presented against the said Union Construction Co. and against the bond taken from them as principal for said work, labor and services.

That the said work was completed in accordance with the contract and engineers in charge have approved the amount of earth removed.

Dated this 9th day of March, 1931.

J. O. Griffiths

C O N T R A C T

THIS AGREEMENT made and entered into this 31st day of October, 1930, by and between UNION CONSTRUCTION CO. a corporation, party of the first part, and J. O. Griffiths party of the second part witnesseth:

That in consideration of the prices and agreements hereinafter given, the party of the second part hereby promises and agrees to do in a good and workmanlike manner all of the work and renier the services, as hereinafter specified, and does agree that the Engineer of the OREGON STATE HIGHWAY COMMISSION shall be the sole arbitrator as to whether or not said work shall have been done in a good and workmanlike manner, and the second party does agree to accept the findings of said Engineer, or his duly authorized deputy or associate Engineer, to determine as to whether or not said work shall have been done in a good and workmanlike manner; and said second party does agree to be bound by all of the terms and specifications and special provisions of the contract, as entered into between said first party and the OREGON STATE HIGHWAY COMMISSION, which contract is referred to and made a part and parcel of this contract as though incorporated herein and specifically set out in words and figures herein, excepting the clauses covering prices and methods of payment and date of completion of said work, which contract and specifications are now on file in the office of the first party at Silver Lake, Oregon, and have been read by the parties of the second part or have been explained in detail, and may be examined and inspected by the party of the second part at any time.

And said second party does agree at the time of the final settlement of said contract to accept the estimate of the work done by him, as given to the party of the first part by the Engineer of the Oregon State Highway Commission or his duly authorized deputy or associate Engineer.

Said second party hereby agreed to do the work herein contracted to be done upon what is known as the SILVER LAKE-PICTURE ROCK PASS SECTION of the FREEMONT HIGHWAY in LAKE COUNTY, OREGON between station 4945 and station _____, for which section of road the party of the first part now has a contract with said OREGON STATE HIGHWAY COMMISSION.

Said second party hereby agrees to grade and complete road bed between the above stations to the complete satisfaction and acceptance of the same by the Engineer in charge and the party of the first part. And the first party in consideration of the faithful performance of the terms, conditions and agreements, herein contained, agree to pay, and the second party agrees to accept the following prices:

ITEM	APPROXIMATE QUANTITIES	UNIT PRICE
Common Excavation	cu. yds more or less	0.12¢ per cu. yd.

to be paid monthly, eighty-five per cent (85%) of the amount earned, based upon the estimates as given by the Engineer in charge, the remaining fifteen per cent (15) to be retained by the first party until the completion of said work, and the acceptance of the same by the Engineer of the Oregon State Highway Commission. It is further understood and agreed that the second party shall receive such monthly payments within five (5) days after the first party shall have received its vouchers or checks from the State of Oregon, for such monthly estimates, and it is also agreed that any accounts so charged to and contracted by the second party shall be deducted from the monthly estimate, the remaining (15%) fifteen per cent to be held by the first

party not later than (35) thirty-five days after his part of the contract is completed, all accounts settled covering labor, materials, hay and grain, rentals and provisions, and the work accepted by the Engineer in charge:

AND IT IS FURTHER AGREED that if said work is not completed on or before DECEMBER Fifteenth (15) 1930, or, if in the opinion of the first party it appears at any time during the progress of the work, that said work will not be completed by said second party on this date, then the said first party shall have the right at its option, upon notifications to second party, either to take over said work immediately, reserving the right to terminate this contract and settle for the same with the second party on the basis covering the amount of work done according to the cubic yardage that the ENgineer in charge estimates between these stations. Or, to employ additional men, teams or equipment in the completion of said work, and to charge the expense thereof to the said second parties, or, to sublet any portion thereof not completed to any other person or person, whatsoever, and charge said expense to said second parties, provided further, that the first party shall have the right, without any legal proceedings, to immediately take over and possess itself of all tools, equipment, supplies and teams of the party of the second part and retain possession of the same for the purpose of completing said work. And any excess cost by virtue of the violation of the terms or conditions of this contract, as herein specified, shall be deducted from any money due and owing to said parties of the second part.

AND IT IS FURTHER AGREED AND UNDERSTOOD that the quantity of materials to be moved and work to be done as set forth on page two (2) of this contract, may be reduced or increased at the direction of the Engineer in charge of said work.

The second party also agrees to commence and continue his work upon said road at such place or places thereon as the first party or the Engineer in charge may direct.

And the party of the second part further agrees that he will be bound by any and all the agreements made for accident and indemnity insurance by the party of the first part, including any application for the benefit of the WORKMAN'S COMPENSATION ACT, and hereby designate the party of the first part to act as his agent, for the joint or separate protection of both parties hereto accordingly.

The party of the second part further agrees that he will promptly pay for all materials, supplies, hay and grain, labor, rentals etcetra procured or used by him or his agents or employees in the carrying out of the work herein provided for, and that he will not suffer nor permit any claims for labor materials, supplies etcetra arising out of such work to be filed with the Secretary of State or otherwise to become a lien upon [illegible] or upon any money due or to become due the first party from the [illegible] Oregon, or to become a charge or lien which the first party will be obliged to pay or assume to protect its own interest, and that he will hold the party of the first part harmless from all such claims.

And said second party does agree that if any dispute shall arise between the first party and the second party that the Engineer for the Oregon State Highway Commission, shall be the sole arbitrator and said parties do agree to accept the findings, determinations, and decisions made by said Engineer of the Oregon State Highway Commission with respect to any controversies, disputes or differences and do agree that this contract shall provide the sole remedies existing between said parties, and not otherwise.

It is further agreed that the second party shall begin work

herein provided within _____ days from the signing of this contract.

IN WITNESS WHEREOF the parties have hereunto set their hands in duplicate the day and year first above written.

UNION CONSTRUCTION CO.

EXECUTED IN THE PRESENCE OF US AS WITNESSES.

By CARL LO CONT
Party of the First Part.

J. W. Clark
Vernon Clark

J. O. Griffiths

Party of the Second Part.

To The State of Oregon, represented by the State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned J. O. Griffiths has a claim for the following:

January, 1931, 14 days work at $5.00 per day . .	$70.00	
Board due Chrissman Hotel for said time	17.50	
		$52.50
February, 1931, 6 days labor performed at $5.00 per day	30.00	
Board due Chrissman Hotel	8.25	
		21.75
Making a total of		$74.25

still due and owing claimant after deductions of said board claims.

The foregoing work and labor was performed during the months specified and at the rate of pay hereinbefore specified, and claimant desires to hold the claim against the Bond of Union Construction Co., a corporation, the name of the said bonding company being _____

which said bond was taken to secure payment of the work, labor and materials furnished in the construction of a road, being the Silver Lake-Picture Rock Pass Section of the Fremont Highway.

Dated this 9th day of March, 1931.

J. O. Griffiths

FORM S-S-1 S-17416 5000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR 136 D

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

March 3, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed please find corrected summary sheets for the Silver Lake-Picture Rock Pass Section of the Fremont Highway, Job Prefix 19 PK.

These summary sheets are identical with the ones submitted at the time the final estimate was sent in with the exception that the contingencies and engineering costs are added.

Yours very truly

K. D. Lytle
Ass't. Division Engineer

kdl/c
encls.

#1228
Lake
PP 1360

February 24, 1931

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Porter Bldg.,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to the Union Construction Company on contract No. 1228 for the construction of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County. This payment will be made on or after March 6, 1931.

Kindly acknowledge receipt of thisletter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Claisyer,
Secretary.

Dict. by J. McFarland.

PR136D

February 17, 1931

Great Northern Railway Company
St Paul, Minnesota

Attention: Mr. L. R. Smith
Auditor Station Accounts

Gentlemen: Reference your file J 3-3243

Reference is made to your letter of the 12th instant regarding your account in the sum of $554.70 against Mr. Carl La Cont who you state has a contract for highway construction in Lake County, Oregon.

We have searched our records and fail to find where Mr. La Cont has an original contract with this department, neither does he appear as a subcontractor on any of our work. We have been informed unauthoritatively that he is working as a subcontractor on our contract #1228 for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County. This particular contract was awarded by the Highway Commission to the Union Construction Company of Union, Oregon on the 25th of September, 1930. If you will write to the Union Construction Company it is likely that they will give you the information that you seek.

It may be that Mr. La Cont is in some way connected with this company, if not as a subcontractor it may be as a superintendent on the work or in some other capacity. He does not appear as one of the members of the company.

In connection with this particular contract the Union Construction Company furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in room 1208 Porter Building, Portland, Oregon. This bond is offered for the protection of any claim that may be incurred against the project.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

H. B. G.

Am not able to find this mans name as sub or otherwise on any of our contracts,

Oscar Cutler thinks he is working as sub on the Union Construction Co. Contract No. 1228 - Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County. No names are listed as subs on this contract,

OMPANY

J. H. KAUFMANN, AUDITOR INSURANCE BUREAU.
F. G. SPRAIN, AUDITOR OVERCHARGE CLAIMS.
R. L. KNEBEL, AUDITOR CAR RECORDS.
A. R. SIMON, JOINT FACILITY ACCOUNTANT.
R. A. NICHOLS, ACCOUNTANT (SEATTLE, WASH.)

..., MINN., February 12,1931

JS-3243

Salem,Oregon.

Gentlemen:

We are advised that Mr.Carl La Mont has a contract for construction of a highway in Silver Lake County,Oregon.

For this purpose he shipped a gas power shovel from HOT LAKE to Beal,Oregon on October 3, 1930,on which he paid freight charges at Bend,Oregon to an amount of $347.13, the charges being based on shovel being on its own wheels, while it now develops that the shovel was loaded on a car and that the correct charge is $881.53,leaving an undercharge of $534.70 due this company.

I would be pleased to have you advise me whether his contract has been completed and where his headquarters are and if settlement has been made with him?

If final settlement has not been made with him up to date, will you kindly advise me if you would protect this company's undercharge,which we are now outstanding?

Yours truly,

ANSWERED
H. B. G.

T R Smith
Auditor Station Accounts

JS-4

12 28

and detailed information.)

Signed

Title

Form 8025

GREAT NORTHERN RAILWAY COMPANY

ACCOUNTING DEPARTMENT

H. J. STURNER, Auditor Disbursements.
C. F. BARTELHEIM, Auditor Freight Receipts.
L. A. MALMGREN, Auditor Passenger Receipts.
L. R. SMITH, Auditor Station Accounts.
H. F. BAYER, Auditor Capital Expenditures.

G. H. HESS, Jr., Comptroller.
J. A. SANDBERG, Deputy Comptroller.
V. P. TURNBURKE, General Auditor.
C. W. TILTON, Asst. General Auditor.
V. N. WAHLBERG, Asst. General Auditor
J. C. SEIBERLICH, Asst. General Auditor

J. H. KAUFMANN, Auditor Insurance Bureau.
F. G. SPRAIN, Auditor Overcharge Claims.
R. L. KNEBEL, Auditor Car Records.
A. R. SIMON, Joint Facility Accountant.
R. A. NICHOLS, Accountant (Seattle, Wash.)

ST. PAUL, MINN., February 12,1931

IN YOUR REPLY, PLEASE REFER TO JS-3243

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen:

We are advised that Mr.Carl La Cont has a contract for construction of a highway in Silver Lake County,Oregon.

For this purpose he shipped a gas power shovel from HOT LAKE to Beal,Oregon on October 3, 1930,on which he paid freight charges at Bend,Oregon to an amount of $347.13, the charges being based on shovel being on its own 4 wheels, while it now develops that the shovel was loaded on a car and that the correct charge is $881.53,leaving an undercharge of $534.70 due this company.

I would be pleased to have you advise me whether his contract has been completed and where his headquarters are and if settlement has been made with him?

If final settlement has not been made with him up to date, will you kindly advise me if you would protect this company's undercharge,which we are now outstanding?

Yours truly,

ANSWERED
H. B. G.

L R Smith
Auditor Station Accounts

JS-4

12 2K

and detailed information.)

Signed .....

Title .....

Form 39—E-18160—1500—9-30.

OREGON STATE HIGHWAY DEPARTMENT

PR 1360.
NOTED

FIELD ENGINEER'S WEEKLY REPORT

Date: February 14, 1930

Job name: Silver Lake----
Picture Rock Pass

Week from: February 7 to February 14.

Mail address: Silver Lake, Oregon

Highway: Fremont

Telegraph or telephone address: " " "

County: Lake Job prefix: 19PK

Express and freight address: " " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Job completed February 14, 1931.

Final Estimate sent to Division Engineer's office on February 14, 1931.

(See back of this sheet for instructions and detailed information.)

Signed: John T. Pierce

Title: Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 12.53

Miles completed ..... All

Miles completed except finishing ..... "

Total cubic yards in project ..... 130,937.

Cubic yards moved to date ..... "

Miles covered by contractor's forces ..... All

Miles cross-sectioned ..... "

Miles cross-sections completed and checked ..... "

Miles to be remeasured ..... None

Number men in Engineering Party 4

Contractor's average force for week ..... 4 ..... *men,*

10 horses .....

Grading work completed about ..... February 14, 1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 136-D

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore.F.A.P.#136-D

Post Office Building
Portland, Oregon.

January 9, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

P.S. An approved copy of the specifications, together with the estimate upon which the project agreement was based, is also enclosed.

L.J.C.

A4pn 8213

Form P. R. 2

State Oregon

Project No. 136, Section D.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5618

Form P. R. 1

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of November, 1930

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1927, a project statement, which was approved by the Secretary on the 15th day of February, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 25th day of September 1930, and approved by the Secretary on the 13th day of December, 1930; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty-three thousand, one hundred forty-three and 26/100

Section D of

dollars ($23,143.26) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count _____ of _____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 4435+27.1 in the N.E.¼ of Sec.9, T.29 S., R.16 E., W.M., and survey station 5099+00 in the W.½ of Sec.23, T.28 S., R.14 E., W.M., at the east end of Section 6 of said project just east of the town of Silver Lake, terminal points, a distance of 12.525 miles, known locally as the Silver Lake-Picture Rock Pass Section of the Fremont Highway, between a point on the Federal Aid road between La Pine and Crescent near the Deschutes-Klamath County Line, and Lakeview, Lake County, being Section D of Oregon Federal Aid Project No. 136, consisting of 12.500 miles of roadway and two bridges of more than 20 ft. clear span 0.025 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $32,624.00, Federal Aid $20,303.47; two bridges, approved estimate $4,565.00. Federal Aid $2,840.79.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of Twenty-three Thousand, One Hundred forty-three and 26/100 dollars ($ 23,143.26), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Thirty-seven Thousand, One Hundred Eighty-nine and 90/100 dollars ($ 37,189.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of

(Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ~~State of~~ State of Oregon

(Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

SECTION
NOV 1929 DRG No 2032

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 13th day of December, 1930

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

R. W. Newlan
Acting Secretary of Agriculture.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~rural post~~ road between survey station 4435+27.1 in the N.E.¼ of Sec.9, T.29 S., R.16 E., W.M., and survey station 5099+00 in the N.½ of Sec. 23, T.28 S., R.14 E., W.M., at the east end of Section C of said project just east of the town of Silver Lake, Section of the Fremont Highway, locally known as the Silver Lake-Picture Rock Pass Section between a point on the Federal aid road between La Pine and Crescent near the Deschutes-Klamath County Line, and Lakeview, Lake County, and designated in the records of this Department as Project No. 136 Section D of, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 37,189.90 as the total estimated cost of Section D of said project, and the sum of $ 23,143.26 as the share of the United States, payable under said acts on account of Section D of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

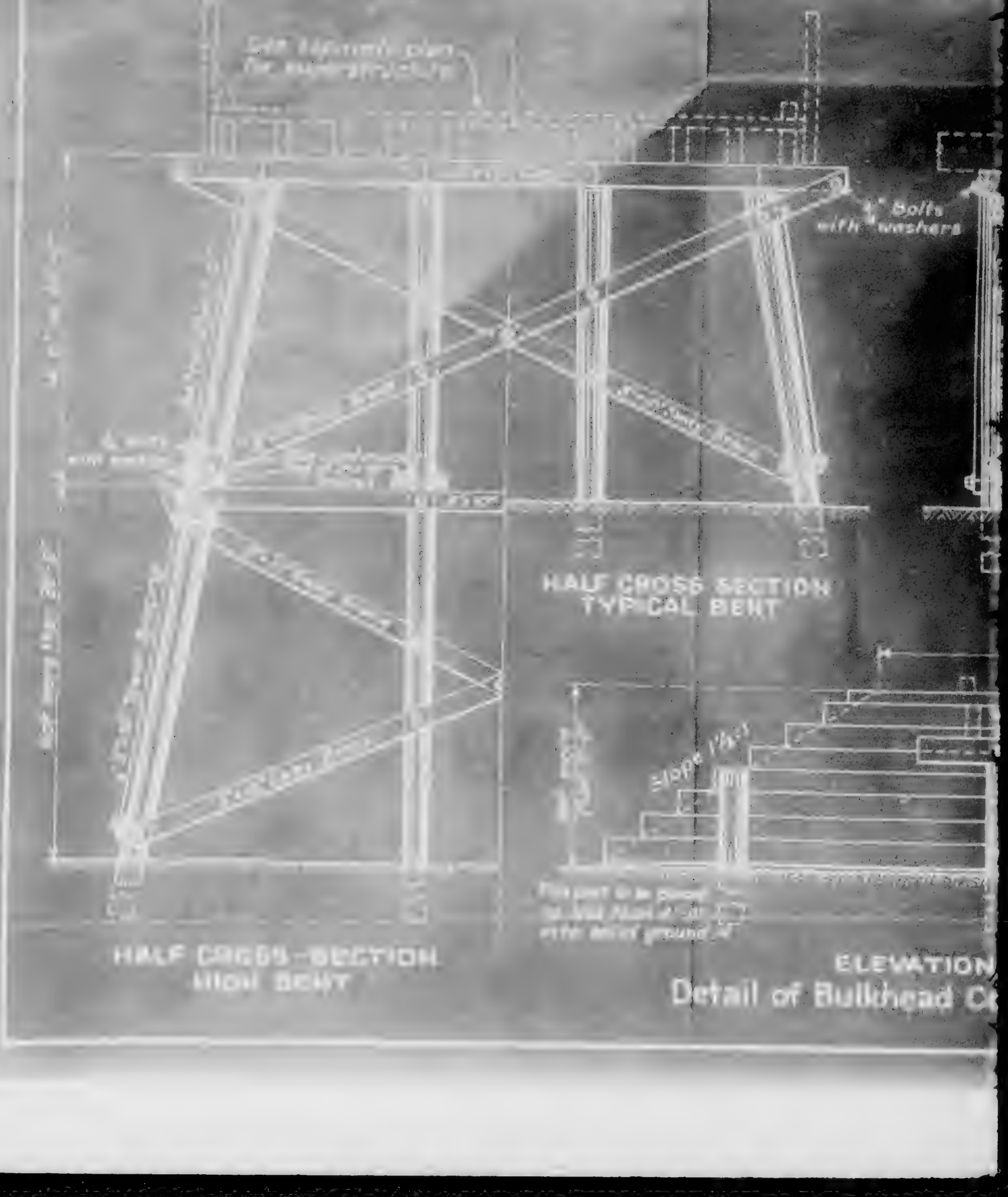
Done at the city of Washington, this 13th day of December one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

126

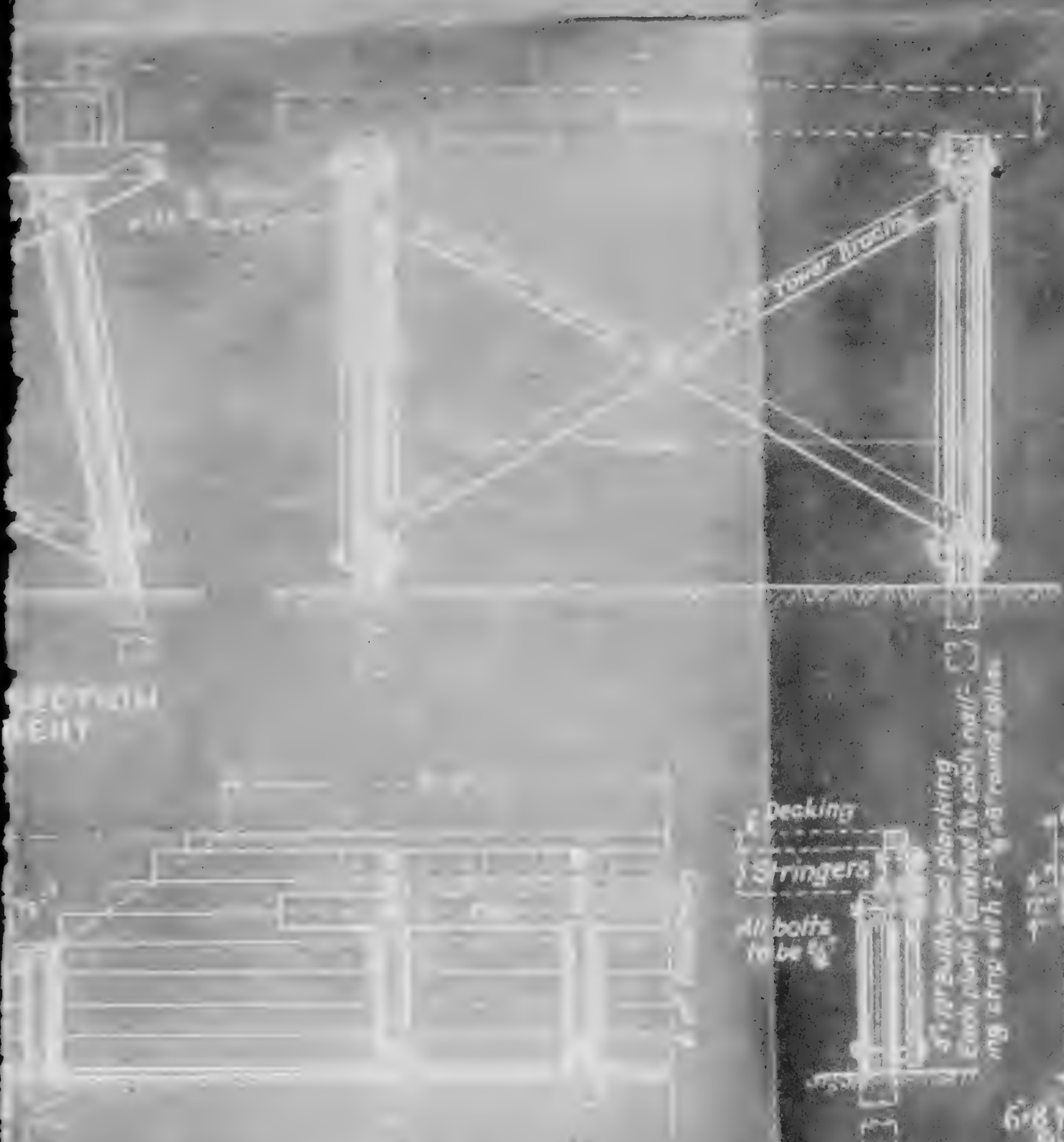
OREGON STATE HIGH

STANDARD PILE TRES



Detail of Bulkhead C

PILE TRESTLE - TIMBER STRUCTURE



Detail of Bulkhead Construction

PAY ITEMS

Piling will be paid for ... price bid per lineal ...

"TIMBER PILING"

Lumber and timber ... for at price bid per M ...

"LUMBER and TIMBER"

Cost of all other materials ... work to be absorbed in ... bid on the foregoing ...

NOTES

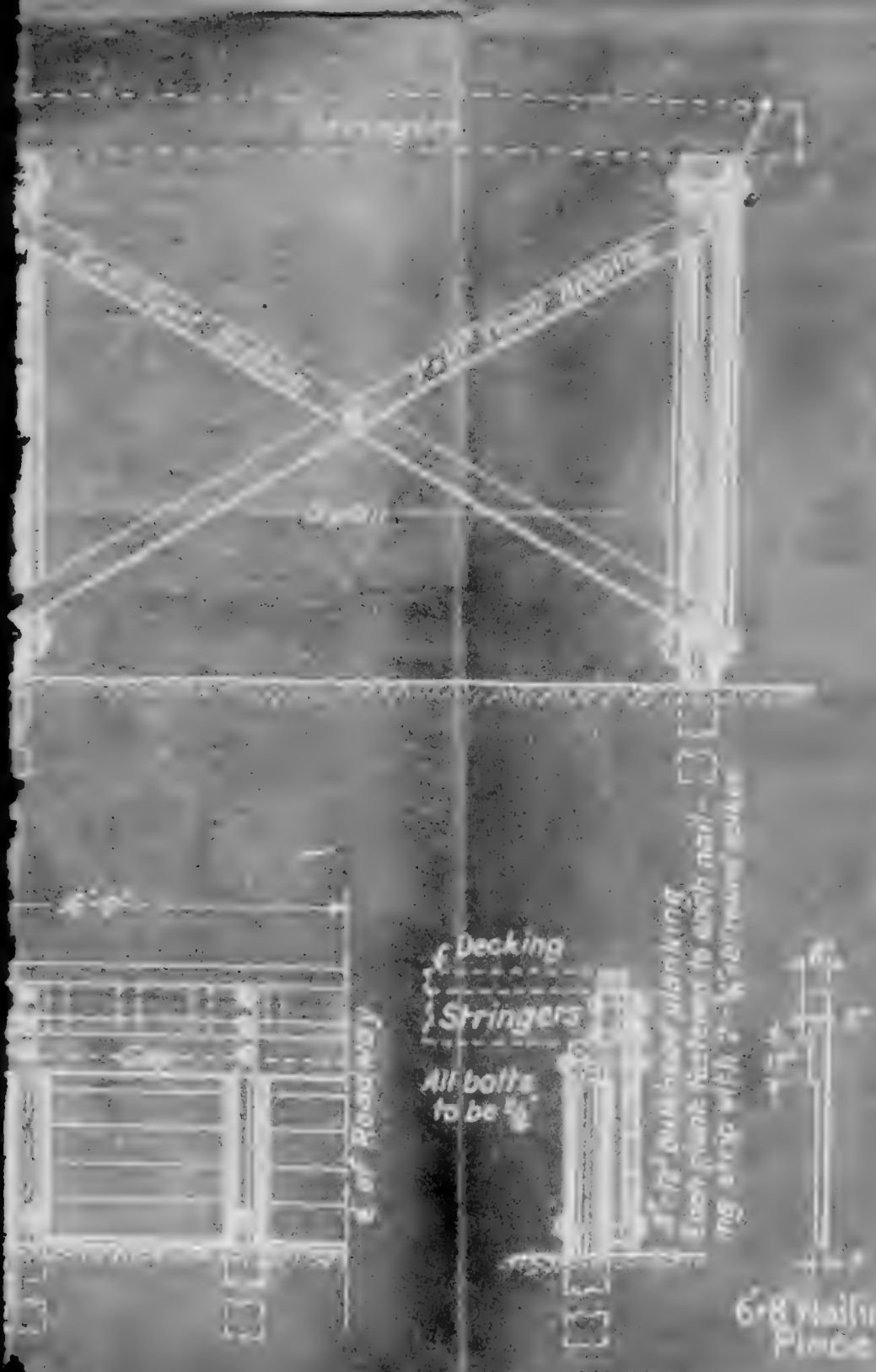
Unless otherwise specified ... special specifications of ... the lumber is open ... "STRUCTURAL GRADE" ... other lumber "No. 1 Common" ...

All lumber to be rough ...

Two brush coats of hot ... oil shall be applied to ... surface of bulkhead ... the ends and bearing ... and braces, to the top ... piles and to all caps, ... holes and contact faces ...

Nov. 1929 DRG

TRUCTURE



PAY ITEMS

Payment will be made for at the [illegible] per [illegible] of "TIMBER STAND"

Lumber and timber to be paid for at [illegible] per M.F.B.M. "LUMBER and TIMBER"

Cost of all other materials and work [illegible] shall be considered as included in the prices bid for the various pay items.

NOTES

[illegible] specified in the [illegible] of the method [illegible] "STRUCTURES" [illegible] otherwise. See Specifications.

All lumber to be [illegible].

Two brush coats of [illegible] creosote oil shall be applied to the entire surface of bolt heads, nuts, timber ends and [illegible] to the top edges and sides of all steps, cuts, bolt holes and cut-off faces.

onstruction

OREGON STATE HIGHW

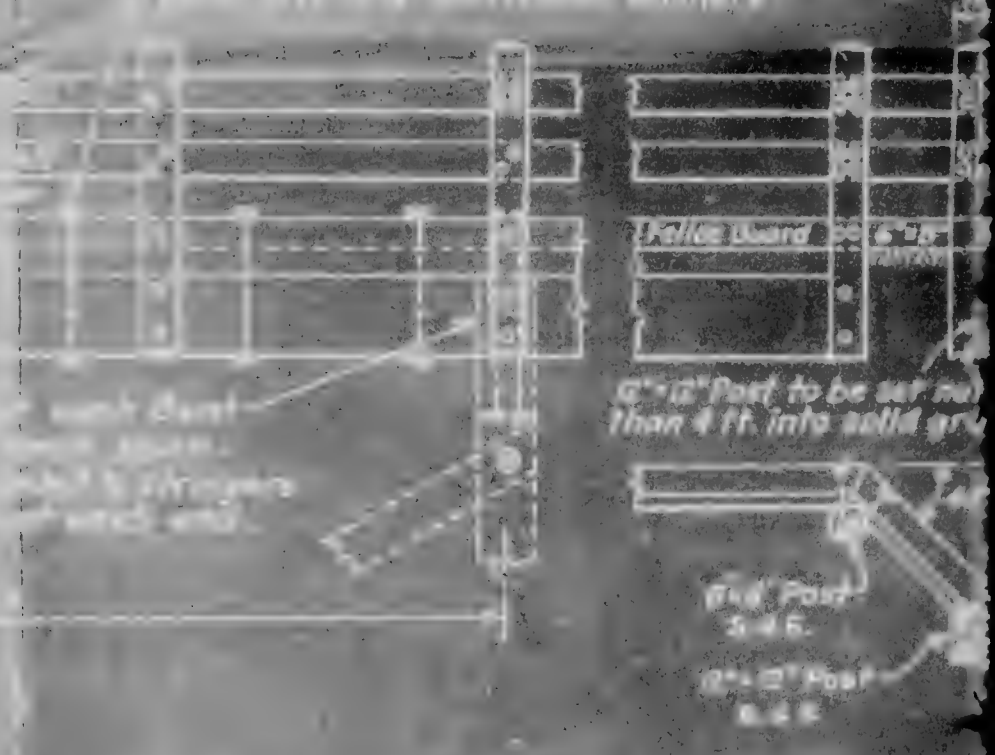
FRAME OR PILE TRESTLE

STRINGER TAB

PAY ITEMS

LUMBER GRAD

TRESTLE SUPERSTRUCTURE



STRINGERS shall be sized at bearing points
support a crown of 1" and decking planed sprung
Stringers to be nailed to cap with two
at each end

CREOSOTE PRESERVATIVE TREATMENT:

Two brush coats of hot creosote oil shall be
to all surfaces of below ground members and
cap; to the ends and bearing surfaces of
pile; to the cut-off faces and all edges of
top stringers and the upper edge of inter
side stringers; to all that portion of bent
piles below bottom of deck board; to all dap
bolt holes and all contact faces of timber
of each member.

Each
cut members, the outside surface of
to come and that portion of the bent
piles above the bottom of the stringers
all planed with two coats of creosote
and coated with creosote as specified.

FR 1368

December 5, 1930

Mr. C. H. Wanner
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

Mr. Henry Kuckenberg called on me this afternoon. Mr. Kuckenberg has the contract for the bridges on the Silver Lake-Picture Rock Pass Section of the Fremont Highway, subcontracting the same from the Union Construction Company. He tells me that he is being hard pressed to finish the bridges on the contract and, therefore, is unwilling to take the cattle passes at his contract price.

Mr. Kuckenberg states that the deep snow in the mountains has made it very difficult and costly for him to get out the last of the piling required as well as a more expensive haul. He states also that the local mill from which he arranged to get his lumber has frozen up and quit for the season and it has been necessary for him to pay a much higher price at the Bend mills besides thirty miles of additional haul. Further, he says that it is now difficult to move his pile driver and, therefore, either asks to be excused or that we pay him force account for getting out the piling and building these cattle passes.

Mr. Kuckenberg's request to be relieved, under these conditions, seems to me to be reasonable. On the other hand, I do not think it would be well to pay force account for doing this work under adverse conditions at this time. Therefore, I told him that he would not be required to do this and he could pull out as soon as he finished the bridges on the contract. We can then build the cattle passes next season with our own bridge crew when weather conditions are better. We will not have a pile driver at that time, of course, but probably we can arrange to use frame bents on mud-sills or a standard cattle pass design.

Very truly yours,

State Highway Engineer

RAK:HI

November 17, 1930

Mr. C. H. Wanser
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

The attached letter has been received from Judge Kelty concerning the construction of two cattle passes on the Bollinger tract, which I presume is on the Silver Lake-Picture Rock Pass Section of the Fremont Highway, although not specifically tied in in his letter. I presume that this refers to the same two cattle passes to which reference is made in your letter of November 14 to Mr. Burch, but I am forwarding the information.

We will retain the original of Judge Kelty's letter in our files for authority to bill the county for these two cattle passes; therefore, please segregate the costs in your estimates so that a proper accounting may be made.

County Judge

Very truly yours,

State Highway Engineer

BAK:HI

cc S. H. Probert

DR. H. E. KELTY
Heryford Building
Lakeview, Oregon

Nov. 14th,30.

COPY

Mr. Roy Klein
State Highway Engineer
Salem Oregon.

Dear Sir:

In the County settlement for right of way through the Bollinger tract, it was agreed between Mr. Bollinger and the County, that two cattle passes would be constructed and located at points most suitable for his convenience. The costs to be paid by the county.

It is the desire of the county that you instruct your contractor to construct these cattle passes and to include costs in your bill to the county.

Very truly yours

(Sgd) H. E. KELTY

County Judge

(Original in Mr. Probert's file)

Form 39--E-15500—2500—2-30.

PR 1360

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

NOTE L.
State Highway Engineer

Date October 11, 1930

Job name Silver Lake---Picture Rock Pass section

Highway Fremont

County Lake *Job prefix* 19PK

Week from October 4 *to* October 11

Mail address Silver Lake, Ore.

Telegraph or telephone address " " "

Express and freight address " " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor moving equipment onto job. One steam shovel, two trucks, and one tractor.

Seven men clearing sage-brush---two days.

Party cross-sectioning two days.

(See back of this sheet for instructions and detailed information.)

Signed John T. Burch

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project ..... 12.53 .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project ..... 131,000 .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned ..... 8 .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party ..... 4 .....

Contractor's average force ~~XXXX~~ 7 men, two days

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 136-G

October 14, 1930

Union Construction Company
Union, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glainyer
Chief Clerk

HBC:W
Inc.

PR 136 D

Oct. 10th, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Silver Lake-Picture Rock Pass Section, Project No. 136-D.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. N. Nash/er.

encl.

Oregon State Highway Department — Project No. 186-D

SILVER LAKE-PICTURE ROCK PASS SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1930.

All Required	Clearing and Grubbing			$650.00
150,000 cu. yds.	Common Excavation		0.18	27,000.00
1,000 cu. yds.	Solid Rock Excavation		0.75	750.00
20,000 yd. sta.	Overhaul		0.01	200.00
800 lin. ft.	12" Corr. Galv. Iron Pipe		1.08	864.00
1,000 lin. ft.	18" " " " "		1.80	1,800.00
750 lin. ft.	24" " " " "		2.42	1,815.00
		Sub-total (roadway)		$ 33,829.00
		10% Engr. and Cont.		3,295.90
		Total (roadway)		$ 33,624.90

Pauline Marsh Outlet Trestle, 2 - 12' Spans

54 M-FBM	Lumber and Timber	62.00	2,108.00
470 lin. ft.	Timber Piling	1.50	705.00

Murdock Creek Trestle, 2 - 12' Spans

16 M-FBM	Lumber and Timber	62.00	992.00
230 lin. ft.	Timber Piling	1.50	345.00
	Sub-total (Trestles)		$ 4,150.00
	10% Engr. and Cont.		415.00
			$ 4,565.00

Length of Project (gross) 12.525 Miles
Length of 2 Trestles, 155 ft. .028 "
Length of Project (excluding trestles) 12.500 "
Cost per mile, roadway $2,609.99

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Roadway	$33,624.90	$20,302.47	$12,322.43
2 Trestles	4,565.00	2,840.79	1,724.21
	$37,189.90	$23,143.26	$14,046.64

State funds for construction: Chapter 175, Laws 1917, Chapter 31, Laws 1930.
State funds for maintenance: Chapter 41, Laws 1927.

PR 136D

September 24, 1930.

U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Gentlemen:

In connection with our request for federal aid on the Silver Lake-Picture Rock Pass grading project (Federal Aid Project No. 136-D), we wish to bring to your attention the facts that the work on that project will provide employment for from twenty to thirty men, and that the location of the project is such that the work can be carried on during all but the most severe of the winter months. Because of these facts, the project will be effective in relieving the unemployment situation which exists in our state, and which is made particularly acute on account of the lack of demand for our timber products.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

_____
Chairman.

_____
Commissioner.

_____
Commissioner.

SMP:EM

PR-136-D

September 16, 1930.

Mr. C. W. Wanser,
Division Engineer
Oregon State Highway Dept.,
Bend, Oregon.

Dear Sir:

As a condition to its approval of the use of Ponderosa pine in the timber trestles to be constructed on the Silver Lake-Picture Rock Pass Section of the Fremont Highway, the Bureau of Public Roads will require the use of either more or heavier stringers than is called for by our standard trestle plan, which plan contemplates the use of Western fir.

To provide an equivalent strength with Ponderosa pine stringers, it will be necessary to use 8" x 18" stringers in the 19-foot spans instead of the 6" x 18" stringers which the plans call for. Please, therefore, arrange to have these larger size stringers used in the 19-foot spans and to have equivalent increases made in the sizes of stringers used in spans of other lengths.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. H. Probert,
Office Engineer.

P:KR

cc to John T. Burch,
Silver Lake, Oregon.

September 18, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of September 15th relative to the use of Pondorosa pine stringers in the pile trestles to be constructed on the Silver Lake-Picture Rock Pass Section of the Fremont Highway, Federal Aid Project No. 136-D.

The structures involved in this project are all 16-feet spans, 20-feet in width. In order to provide the equivalent strength mentioned in your letter, we will use eight lines of 8" x 16" stringers instead of the eight lines of 6" x 16" stringers called for by the plans.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

LEASE
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.
September 13, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged today of proposals covering 19' span
Oregon Federal Aid Project 136-D, Silver Lake to Picture Pass 20' Roadway
Section of the Fremont Highway.

In the special provisions it is noted that Ponderosa pine may be used in place of fir for pile trestle construction. The use of this material as stringers is not approved unless the size is to be increased so as to obtain the same strength as Douglas fir.

Yours very truly,

W. D. Lynch
District Engineer

[illegible] -6" thick
Douglas Fir - Stringers 8 - 6" x 18"
Ponderosa Pine 8 - 8" x 18"
" " or 13 - 6" x 16"

September 13, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged today of proposals covering Oregon Federal Aid Project 136-D, Silver Lake to Picture Pass Section of the Fremont Highway.

In the special provisions it is noted that Ponderosa pine may be used in place of fir for pile trestle construction. The use of this material as stringers is not approved unless the size is to be increased so as to obtain the same strength as Douglas fir.

Yours very truly,

W. H. Lynch
District Engineer

CF

PS 136-D

September 18, 1930.

Mrs W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans, and five bid proposals covering the Silver Lake-Picture Rock Pass Section of the Fremont Highway, Project No. 136-D, and five sets of blueprint plans and one set of original cross-sections covering this work are being sent under separate cover.

Very truly yours,

HOY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/or.
encl.

Oregon State Highway Department — Project No. 156-D

SILVER LAKE-PICTURE ROCK PASS SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate with plans. Not as basis for project agreement.)

All Required	Clearing and Grubbing			$1,500.00
130,000 cu. yds.	Common Excavation		$0.25	32,500.00
1,000 cu. yds.	Solid Rock Excavation		1.25	1,250.00
30,000 yd. sta.	Overhaul		0.05	1,500.00
800 lin. ft.	12" Culvert Pipe		1.50	1,200.00
1,000 lin. ft.	18" Culvert Pipe		2.50	2,500.00
750 lin. ft.	24" Culvert Pipe		3.75	2,812.50
		Sub-total (Roadway)		$45,262.50
		10% Engr. & Cont.		4,526.25
		Total (Roadway)		$47,588.75

Paulina Marsh Outlet, 5 - 19 ft. spans

54 M-FBM	Lumber and Timber	70.00	2,520.00
470 lin. ft.	Timber Piling	1.00	470.00

Murdock Creek, 2 - 19' Spans

16 M-FBM	Lumber and Timber	70.00	1,120.00
230 lin. ft.	Timber Piling	1.00	230.00
	Sub-total (trestles)		4,320.00
	10% Engr. & Cont.		432.00
	Total (Trestles)		$ 4,620.00

Length of Project (gross)	12.525 Miles
Length of 2 Trestles, 135 ft.	.025 "
Length of project excluding trestles	12.500 "
Cost per mile, roadway	$3,807.10

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Roadway	$47,588.75	$29,614.47 (62.23%)	$17,974.28
2 Trestles	4,620.00	2,875.02 (62.23%)	1,744.98
	$52,208.75	$32,489.49	$19,719.26

CONTRACT #1233,
1238, 1259, 1260,

PR 144-F Lincoln Co. Line-China Creek Sec. 1930-1932

1233, 1238, 1259, 1260

#1.2L0

OR 144F

December 19, 1932

Union Indemnity Company
% Hansen & Rowland, Agents
Failing Building
Portland, Oregon

Gentlemen:

Attached is copy of letter that has been written by Santa Cruz Portland Cement Company relative to its claim filed with the Secretary of State against the Union Bridge Company, to whom the State Highway Commission awarded the contract for the construction of six bridges on Ten Mile-China Creek Section of the Oregon Coast Highway in Lane County.

You will be pleased to note that said claim has been paid in full.

Very truly yours

Secretary

AJ

cc Union Bridge Co.
Porter Building
Portland, Oregon.

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

December 17, 1932

Oregon State Highway Commission

State Office Building

Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

We are enclosing herewith a copy of letter from the Santa Cruz Portland Cement Company advising that their claim has been paid in full.

Yours very truly,

Hal E Hoss

Secretary of State.

HM

RECEIVED
DEC 19 1932
COMMISSION

COPY

SANTA CRUZ PORTLAND CEMENT COMPANY

45 Fourth Street

Portland, Oregon December 16, 1932

Mr. Hal E. Hoss, Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Please be advised that the claim filed by Santa Cruz Portland Cement Company under date of May 3d, 1932, against the Union Bridge Company for materials furnished them for construction of six bridges on the Ten Mile - China Creek Section of the Roosevelt Coast Highway in Lane County, has been paid in full.

Yours very truly,

SANTA CRUZ PORTLAND CEMENT COMPANY

M. B. JAMES

MBJ-B

RECEIVED
DEC 19 1932

PR 144 F.

October 31, 1933

Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

We thank you for your letter of October 27, informing us that you received a letter from the Santa Cruz Portland Cement Company which states that it has received a check for $500.00 to apply on its claim against Union Bridge Company in connection with the state highway contract for the construction of six bridges on Ten Mile-China Creek Section of Oregon Coast Highway.

Very truly yours,

Secretary

AJ

October 31, 1952

Union Indemnity Company,
% Hansen & Rowland, Inc.,
Failing Building,
Portland, Oregon.

Gentlemen:

We are enclosing copy of letter which has been received by the Secretary of State regarding claim of Santa Cruz Portland Cement Company against Union Bridge Company, which is self-explanatory.

Very truly yours,

Secretary

AJ

cc Union Bridge Co.
Porter Building
Portland

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

October 27, 1932

State "ighway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer.

We are enclosing for your information and files, copy of a letter from Santa Cruz Portland Cement Company, Portland, Oregon, advising that they are in receipt of a check from the Union Bridge Company in the amount of $500.00 to apply against their claim filed in this office on May 4th, 1932.

Yours very truly,

Hal E Hoss

Secretary of State.

EL

RECEIVED
OCT 28 1932
OREGON
STATE HIGHWAY COMMISSION

COPY

SANTA CRUZ PORTLAND CEMENT COMPANY

45 Fourth Street,

Portland, Oregon, October 25, 1932

Mr. Hal E. Hoss, Secretary of State,
Salem,
Oregon.

Dear Sir:

Please be advised we have today received a check for $500.00 to apply against our claim filed under date of May 3d, 1932 on the bond taken from the Union Bridge Company and furnished by Union Indemnity Company, for the construction of six bridges on Ten Mile - China Creek Section of the Roosevelt Coast Highway.

Yours very truly,

SANTA CRUZ PORTLAND CEMENT COMPANY.

M. B. JAMES

MBJ-B.

#1260

1445

August 27, 1932

Union Bridge Co.,
Porter Building,
Portland, Oregon.

Gentlemen:

This is to inform you that we have received advice to the effect that you have made payment, amounting to $1,000, on the claim of Santa Cruz Portland Cement Company which it has against you in connection with the contract awarded to you for the construction of six bridges on Ten Mile-China Creek Section of the Oregon Coast Highway in Lane County, State Highway Contract No. 1260.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

AJ
cc Union Indemnity Co.
% Hansen & Rowland, Inc.
Failing Bldg., Portland.

...ecretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
AUG ... 1932
OREGON
... COMMISSION

August 25, 1932

Oregon State Highway Commission

State Office Building

Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

We are enclosing herewith a copy of a letter received from Santa Cruz Portland Cement Company advising of the payment of $1000.00 on account to apply against their claim filed in this office May 4, 1932.

Yours very truly,

Hal E. Hoss

Secretary of State.

HM

COPY

SANTA CRUZ PORTLAND CEMENT COMPANY

45 Fourth Street

Portland, Oregon August 24, 1932

RECEIVED
AUG 26 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. Hal E. Hoss, Secretary of State,
Salem,
Oregon.

Dear Sir:

This is to advise that we have received One Thousand dollars to apply against our claim filed under date of May 3d, 1932 on the bond taken from the Union Bridge Company furnished by Union Indemnity Company for the construction of six bridges on Ten Mile - China Creek section of the Roosevelt Coast Highway in Lane County.

Yours very truly,

SANTA CRUZ PORTLAND CEMENT COMPANY

MBJ-B

M. B. James

144F

August 18, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Reference is made to the inquiry contained in your letter of August 12th, concerning the name of Earl L. Moffitt being written into the copy of contract No. 1233, covering the North Unit of the Lincoln County Line-China Creek Section, which contract was awarded to William Endicott. It is apparent that when the name of the contractor was written into the copy which was sent to you, the copy was made by mistake from Earl L. Moffitt's contract which is for the South Unit of the Lincoln County Line-China Creek Section. We will be glad to send corrected copies of William Endicott's contract if you so desire.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

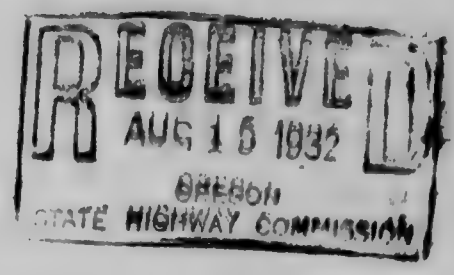
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

August 12, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon



Dear Sir:

Reference is made to the final voucher for Oregon F.A.P. No. 144-F, claimed in the amount of $16,228.81.

In the review of this voucher it is noted that the certified copy of William Endicott's contract contains the signature of Earl L. Mcnutt both for the bond and for the contract agreement. As the contract in our files is certified to be a true copy of the original, it is requested that we be advised as to the correctness of the signatures appearing therein.

The voucher has been recommended for payment as submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

August 12, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 15 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Reference is made to the final voucher for Oregon F.A.P. No. 144-F, claimed in the amount of $16,228.81.

In the review of this voucher it is noted that the certified copy of William Endicott's contract contains the signature of Earl L. McNutt both for the bond and for the contract agreement. As the contract in our files is certified to be a true copy of the original, it is requested that we be advised as to the correctness of the signatures appearing therein.

The voucher has been recommended for payment as submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

PR 1447

March 23, 1932

Santa Cruz Portland Cement Company,
45 Fourth Street,
Portland, Oregon.

Attention of Mr. M. B. James

Gentlemen:

In response to your inquiry of March 22, we are pleased to inform you that Union Indemnity Company furnished the surety bond in connection with State Highway Contract No. 1260, which was awarded by the State Highway Commission to the Union Bridge Company for the construction of six bridges on the Oregon Coast Highway in Lane County. The local representatives of this bonding company are Hansen & Rowland Inc., with offices in the Failing Building, Portland.

This project was completed by the contractor on December 15, 1931; this date is also considered as the date of acceptance on the part of the State Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

#1260

SANTA CRUZ PORTLAND CEMENT COMPANY

45 FOURTH STREET

HOME OFFICE
CROCKER BLDG
SAN FRANCISCO, CAL

PORTLAND, OREGON March 22, 1932

Mr. H. B. Glaisyer,
c/o State Highway Commission,
Salem, Oregon.

Dear Sir:

Will you please advise who furnished the surety bond for the Union Bridge Company's contract with the State Highway Commission for bridges Nos. 1114-1176-1179-1180-1181-1581, on the Roosevelt Coast Highway south of Yachats, Also pleaxe advise when this contract was completed and accepted.

Thanking you for an early reply, we remain,

Yours very truly,

SANTA CRUZ PORTLAND CEMENT COMPANY

M. B. James

MBJ-B

#1260

G. M. DUNCAN, PRESIDENT — W. A. PETTIGROVE, VICE-PRES. — GEO. P. YOUNG, SEC'Y-TREAS.

CORVALLIS LUMBER COMPANY

Manufacturers—Retailers

Durable Douglas Fir - Spruce - Cedar and Hemlock Lumber

"A BOARD, A CARLOAD OR MORE"

CORVALLIS, OREGON

Phone 53

BUILDING MATERIALS
INTERIOR FINISH
SASH & DOORS
WALL BOARD
SHINGLES
LATH

PR 1447

RECEIVED
MAR 3 1932
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

March 2, 1932.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. Reeves

Gentlemen:

We wish to advise you that all claims we have against the Union Bridge Company of Portland, Oregon, for material furnished in the construction of bridges near Yachats on the Coast Highway have been satisfied.

Yours very truly,

CORVALLIS LUMBER COMPANY

Geo. P. Young.

Secy-Treas.

GPY/f

RECEIVED
MAR 3 1932
OREGON
STATE HIGHWAY COMMISSION

#1260

PP 1447

March 2, 1932

Corvallis Lumber Company,
Corvallis,
Oregon.

Attention of Mr. Geo. P. Young,
Secretary-Treasurer

Gentlemen:

We thank you for your letter of March 1, informing us that your claim against Union Bridge Company for lumber furnished them for the construction of bridges on the Ten Mile-Chime Creek Section of the Oregon Coast Highway in Lane County has been paid in full.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

March 2, 1932

Union Indemnity Co.,
Hansen & Rowland, Inc., Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

We have today received advice from the Corvallis Lumber Company that their claim against Union Bridge Company for lumber furnished them for the construction of bridges on the Ten Mile-China Creek Section of the Oregon Coast Highway in Lane County (State Highway Contract No. 1260), has been paid in full.

This information is given you as you appear as surety on the bond of the Union Bridge Company. You were notified last September regarding the above mentioned claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

cc Union Bridge Co.,
Porter Bldg.
Portland, Ore.

...A. PETTIGROVE, VICE-PRES. GEO. P. YOUNG, SECY-TREAS.

CORVALLIS LUMBER COMPANY

Manufacturers---Retailers

Durable Douglas Fir - Spruce - Cedar and Hemlock Lumber

"A BOARD, A CARLOAD OR MORE"

CORVALLIS, OREGON

Phone 53

BUILDING MATERIALS
INTERIOR FINISH
SASH & DOORS
WALL BOARD
SHINGLES
LATH

RECEIVED
MAR 1932

March 1, 1932

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We wish to advise that the Union Bridge Company, Porter Building, Portland, Oregon, have paid us in full for lumber furnished them for construction of bridges and arches south of Yachats on the coast highway.

Yours very truly,

CORVALLIS LUMBER COMPANY,

Geo. P. Young.

GPY/f Secy-Treas.

Form 39—F-21635—5M—5-31

pfr 1447

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 16, 193 2

Job name Curve Corrections - Various Sites

Week from Jan 3 to Jan 9

Mail address Coos Bay

Highway Oregon Coast

Telegraph or telephone address

County Lincoln Job prefix

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The final records were completed on this work and is being shipped to Salem.

Field Office will be moved to Coos Bay the coming week.

Pete

The total number of men employed during the week on Dec on this contract is 16 men.

Number of Teams 12 Cats

RECEIVED
JAN 11 1932
OREG. ST. HWY. DEPT.

(See back of this sheet for instructions and detailed information)

Signed H. A. Appleton

Title Field Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 1447

January 8, 1932

W. B. Gilham, District Manager
National Surety Company
523 Corbett Building
Portland, Oregon

Dear Sirs

Receipt is acknowledged of your letter of January 6th concerning the Willian Endicott contract No. 1233 for the construction of the North Unit of the Lincoln County Line-China Creek Section of the Oregon Coast Highway in Lane County.

Please be advised that this contract is approximately 97% complete. The total amount paid to date on this contract is $95,746.72 and the retained percentage is $2,961.24. It is estimated that this contract will be completed on January 15th.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:PW

#1233
Land Co.

Pd to Dt $95,746.72
Rtd. #2,961.24

102117 / 98719.96 (97 Tr on 102.15
9 19053
721466
714819
Est Dt Jan 15

E. A. ST. JOHN VICE CHAIRMAN

Ly Company.

A. G. BARRY
COUNSEL

PORTLAND, OREGON

Jan. 6, 1932.

RECEIVED
JAN 1932

Oregon State Highway Commission,
Salem, Oregon.

Re: Bond #3959748 - Wm. Endicott

Gentlemen:

We understand that the above contractor has finished the contract for grading the North Unit of Lincoln County Line-China Creek Section of Roosevelt Coast Highway in Lane County, Oregon, contract #1233.

It will be appreciated if you will advise the amount that has been paid Mr. Endicott to date, amount of retained percentage and also the final total, if possible.

Thanks for your courtesy.

Yours very truly,

W. B. Gilchrist

DISTRICT MANAGER

WBG:Q

We bond more people than any other company in the world.

#1233
Lane Co.

JOEL RATHBONE VICE CHAIRMAN | Wm. B. JOYCE CHAIRMAN, E.M. ALLEN PRESIDENT | E. A. ST. JOHN VICE CHAIRMAN

WORLDS LARGEST SURETY COMPANY

National Surety Company

PHONE ATWATER 2191 — New York — A. G. BARRY, COUNSEL

W. B. GILHAM
DISTRICT MANAGER
BRANCH OFFICE FOR OREGON
523-25 CORBETT BUILDING

PORTLAND, OREGON

Jan. 6, 1932.

RECEIVED JAN 1937

Oregon State Highway Commission,
Salem, Oregon.

Re: Bond #3959748 - Wm. Endicott

Gentlemen:

We understand that the above contractor has finished the contract for grading the North Unit of Lincoln County Line-China Creek Section of Roosevelt Coast Highway in Lane County, Oregon, contract #1233.

It will be appreciated if you will advise the amount that has been paid Mr. Endicott to date, amount of retained percentage and also the final total, if possible.

Thanks for your courtesy.

Yours very truly,

W. B. Gilham

DISTRICT MANAGER

WBG:Q

We bond more people than any other company in the world.

Form 39—F-21685—8M—5-31

PR 1447

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 2, 1932

Job name Newport - Coos Bay Grading

Week from Dec 26 to Jan 2

Mail address Waldport

Highway Oregon Coast

Telegraph or telephone address "

County Lane Job prefix 20PR1

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Engineer crew of 2 men on the final records of this section this week. Time also reported on the maintenance shed at Waldport.

RECEIVED
1932
OFFICE OF
DIVISION ENGINEER
SALEM, OREGON

(See back of this sheet for instructions and detailed information)

Signed Earl A Peterson

Title Engineer

PR 1447

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

R/W SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 39—F-21685—5M—5-31

PR 1447

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Coos Co.

Date Dec 27, 1931

Job name Grade & Surface - Elk River - Sixes

Week from Dec 20 to Dec 27

Mail address Waldport

Highway Oregon Coast

Telegraph or telephone address "

County Curry Job prefix 20PR-1

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor finished the work at Floras Lake, Sta 1170 on 12-23.

Monday and other days rain in between these times completely shut in the entire operation.

Contractor has finished his work completely with the exception of the grading at Sta 1160 to 1170, this could not be done on account of the boggy material to deal with. Contractor plans a general cleanup of the outside of Sta

His camps Sixes remain until weather permits the moving.

Elk River Camp is finished.

It is now necessary for the railway to camp his mail from Sta 1210 to 1170. Coal impassable at 1200 to 1210 and blocked at 1170 to 1181

RECEIVED
DEC 28 1931

(See back of this sheet for instructions and detailed information)

Signed [signature]

Title Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* 100%
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1238
Lane Co

PW 1487

December 30, 1931

Metropolitan Casualty Co. of New York
Douglas H. Tate, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1238 for the grading of the Lincoln County Line-China Creek Section of the Oregon Coast Highway in Lane County has been completed by the contractor, Earl L. McNutt, and that final settlement will be made with said contractors on or after January 9, 1932.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues or demands incurred against the project and remaining unsatisfied. You are advised that the State assumes no responsibility for any such claims should there be any.

This notice is being served on you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your further information, we wish to advise that the total amount paid to Mr. McNutt in connection with this contract will be $126,493.14 including the final payment. Of this amount $187.65 was for force account work.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

TR 1443

December 4, 1951

Hansen & Rowland, Inc.,
Failing Building,
Portland, Oregon.

Attention of Mr. M. L. Gilbert

Gentlemen:

In reply to your inquiry of December 3, regarding monies paid to Tom Lillebo in connection with State Highway Contract No. 1259, which is for the construction of bridges over Bob, Cummins and Gwynn Creeks on the Oregon Coast Highway in Lane County:

An investigation of our records indicates that on October 10, 1951, a percentage of $2,566.13 was retained from the contractor's estimate for work done to that date. The total amount paid on the contract to October 10, was $38,945.85.

No further payments have been made since October 10; the final estimate of the contractor is now being checked in this office.

According to our files, no claims have been filed against the above described project.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

#1259
Lane Co

RECEIVED
DEC 4 1931
OREGON
STATE HIGHWAY COMMISSION

Union Indemnity Company

A DIVISION OF INSURANCE SECURITIES COMPANY, INC.

Union Indemnity Building, New Orleans

HANSEN & ROWLAND, INC.

GENERAL AGENTS

WASHINGTON, OREGON, IDAHO, ALASKA

WASHINGTON BLDG., TACOMA, WASH.

PORTLAND OFFICE
405-6 FAILING BUILDING

PORTLAND, OREGON
December 3, 1931.

State Highway Commission.
Salem, Oregon.

Gentlemen:

RE: TOM LILLEBO.

In a financial statement dated October 31st, given us by Mr. Tom Lillebo, he shows retained percentage due him from you as of that date in the amount of $2566.13. He also indicates that the amount of this contract was $32,261.00.

Will you kindly advise by early mail whether or not these figures are in accord with your records and if any claims have been filed upon this contract?

Yours truly,

HANSEN & ROWLAND, INC.

MG:LS

By: M. L. Gilbert

Cont. #1259 - Bridges on -
Pierce, Currans & Robertson
Est. #8 for work to Oct. 10th showed #2,566.13
Total earned to Oct. 10th was $33,945.85
No Judgments have been made.

STENCIL NO. 124

P 1447.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore. 144-F (Emerg.)

Post Office Building
Portland, Oregon.

11/16/31

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer.

Encl.

A4pr9277

Oregon Emergency Federal Aid Project No. 144, Section F.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 24, 1931, by the State Highway Commission of Oregon, and on May 12, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 144, Section F; and

WHEREAS, the amount of construction work on structures completed prior to September 1, 1931, was greater than anticipated; and by reason thereof the said State Highway Commission has requested that the amount of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.) approved for said Section F be increased from $44,911.60 to $60,295.80, and that the Federal Aid approved and set aside to the credit of said Section F be reduced from $238,754.45 to $234,991.48;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of two hundred thirty-four thousand, nine hundred ninety-one and 48/100 dollars ($234,991.48) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

"(a) By the State, $60,295.80, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction, shall be met from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (c) of Article III shall read:

"(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $261,987.55, Federal Aid $151,368.25; six bridges, approved estimate $155,727.00, Federal Aid $83,623.23."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of two hundred thirty-four thousand, nine hundred ninety-one and 48/100 dollars ($234,991.48), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four hundred seventeen thousand, seven hundred fourteen and 55/100 dollars ($417,714.55), the approved total estimated cost of Section F of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the said parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 22nd day of October, 1931, and the Secretary of Agriculture on the 3rd day of November, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 114, Section F.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road ~~between~~

~~locally known as~~

and designated in the records of this Department as Emergency Federal Aid Project No. 144/ Section F, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 417,714.55 in lieu of the $238,754.45 approved by Certificate of May 12, 1931, as the total estimated cost of said project, and the sum of $ 234,991.48/ authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ ~~percent~~ of said total estimated cost.

Done at the city of Washington, this 3rd day of November one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans

Acting Secretary of Agriculture.

8—4220

Form 89—F-21635—5M—5-31

PR 1447

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Jct. Or. -

Date 10-24, 1931

Job name Lincoln Co line - Chinook

Week from 10-17 to 10-24

Grading

Mail address Waldport

Highway Pacific Coast

Telegraph or telephone address "

County Lane Job prefix 20PA2

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor finished this job

Final records will be completed

this coming week.

RECEIVED
OCT 27 1931
OFFICE OF
DIVISION ENGINEER

(See back of this sheet for instructions and detailed information)

Signed [signature]

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed 4.86

Miles completed except finishing 0

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked 4.86

Miles to be remeasured 0

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* 100

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

Car 1 No 144-F

October 19, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

In accord with your letter of October 12th, which stated that it would be necessary for us to submit a revised voucher claiming the suspended amount of advance funds, we are enclosing herewith four copies of this voucher which is being submitted for the amount of $15,384.20.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prubert,
Office Engineer.

Dict. by J. W. Nash/EH.

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

October 15, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of modification of agreement for Oregon Emergency Federal Aid Project No. 144-F, Lincoln County Line-China Creek section of the Oregon Coast Highway.

As stated in our letter of October 12, 1931, this modification has been drawn to permit payment of the full amount of Advance Funds claimed in the voucher covering the period August 16 to August 31, 1931.

That voucher shows the total amount of work done on the bridge to be $108,631.89. This leaves the balance for the estimated cost of the bridges as $47,095.10. Federal Aid has been figured for this balance at the rate of 62.23% or $29,307.28. The total Federal Aid for the project is accordingly reduced to $234,991.48. Federal Aid for the work on the bridges completed prior to September 1 is figured at 50% or $54,315.94, as given in the voucher above mentioned.

As stated in the last paragraph of the October 12 letter, a revised voucher should be submitted.

Very truly yours,

W. W. LYNCH
District Engineer

Encl.

October 15, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of modification of agreement for Oregon Emergency Federal Aid Project No. 144-F, Lincoln County Line-Chitm Creek section of the Oregon Coast Highway.

As stated in our letter of October 12, 1931, this modification has been drawn to permit payment of the full amount of Advance Funds claimed in the voucher covering the period August 16 to August 31, 1931.

That voucher shows the total amount of work done on the bridge to be $108,651.89. This leaves the balance for the estimated cost of the bridges as $47,086.10. Federal Aid has been figured for this balance at the rate of 62.2% or $29,307.28. The total Federal Aid for the project is accordingly reduced to $254,991.46. Federal Aid for the work on the bridges completed prior to September 1 is figured at 80% or $54,315.94, as given in the voucher above mentioned.

As stated in the last paragraph of the October 12 letter, a revised voucher should be submitted.

Very truly yours,

W. E. LYNCH
District Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

October 12, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

The voucher for Oregon Emergency Federal Aid Project No. 144-F claiming $41,207.88 has been passed for payment in the amount of $25,823.68, of which $4,625.15 is from Advance Funds. The voucher as submitted claimed $20,009.35 from Advance Funds. The amount of Advance Funds claimed plus the previous payments of Advance Funds exceeded the amount of Advance Funds ($44,911.60) set up in the project agreement, by $15,384.20.

A modified project agreement which will enable the State to claim this $15,384.20, or a total of $60,295.80, from Advance Funds, is being drawn. It will not be necessary to submit a revised estimate.

A revised voucher claiming the suspended amount should be submitted. This should be identical with the voucher we now have except that the total previous payments of Advance Funds will be increased $4,625.15, the amount of Advance Funds claimed will be decreased $4,625.15, and that no Federal Aid will be claimed.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
Sr. Highway Engineer

RECEIVED
OCT 14 1931

October 12, 1931

Mr. Ray A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

The voucher for Oregon Emergency Federal Aid Project No. 144-F claiming $41,207.88 has been passed for payment in the amount of $25,823.68, of which $4,625.15 is from Advance Funds. The voucher as submitted claimed $20,009.35 from Advance Funds. The amount of Advance Funds claimed plus the previous payments of Advance Funds exceeded the amount of Advance Funds ($44,911.60) set up in the project agreement, by $15,284.20.

A modified project agreement which will enable the State to claim this $15,384.20, or a total of $60,295.80, from Advance Funds, is being drawn. It will not be necessary to submit a revised estimate.

A revised voucher claiming the suspended amount should be submitted. This should be identical with the voucher we now have except that the total previous payments of Advance Funds will be increased $4,625.15, the amount of Advance Funds claimed will be decreased $4,625.15, and that no Federal Aid will be claimed.

Very truly yours,

W. H. LYNCH
District Engineer

By
J. A. Elliott
Sr. Highway Engineer

PR1447

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 24, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to call your attention to two errors in the voucher for Oregon Federal Aid Project No. 144-F, submitted June 22, 1931, in the amount of $33,451.26.

The cost per lin. ft. of 30" concrete pipe in the north grading unit is shown as $3.90. This should be $5.90.

The cost per yard mile of truck haul in the south grading unit is shown as $0.20. This should be $0.30.

The voucher is being recommended for payment as submitted. You will correct these errors on the next voucher submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Senior Highway Engineer

PR 1447

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

June 9, 1931.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to voucher submitted by you for Oregon E.F.A.P. No. 144-F, covering the period Apr. 16 to May 15, 1931, in the sum of $22,001.85.

The voucher in question was recommended for payment in the amount of $22,001.35, due to the fact that the previous payment was $27,884.75 instead of $27,884.25 as shown on the face of the voucher. Will you please include this correction in preparing the next voucher for this project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. U. Canfield
L. U. Canfield
Highway Engineer.

PR1447

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

May 27, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the voucher on Oregon Emergency Federal Aid Project No. 144-F, claiming $22,001.85.

The voucher has been recommended for payment in the sum of $22,001.35 due to the fact that the previous payment was $27,884.75 rather than $27,884.25 as shown on the face of the voucher.

Very truly yours,

W. H. LYNCH
District Engineer

A4pr9277

Form P. R. 2

EMERGENCY State Oregon

FEDERAL AID Project No. 144, Section F.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of April, 1931

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of October, 1928, a project statement, which was approved by the Secretary on the 14th day of January, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 30th day of October 1930, and approved by the Secretary on the 12th day of May, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of two hundred thirty-eight thousand, seven hundred fifty-four and 45/100

dollars ($238,754.45) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State $44,911.60, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds", together with any additional amount necessary to cover the State's ~~(b) Bonds~~ share of the cost of construction shall be met from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 807 in the S. ½ of Sec. 22, T.16 S., R.12 W., W.M., and survey station 1323+75 at the Lane-Lincoln Counties Line at the south end of Section C of said project,

_____ terminal points, a distance of 8.292 miles, known locally as the Lincoln County Line-China Creek Section of the Roosevelt Coast Highway, between Hebo and Coos Bay, Lane County, being Oregon Emergency Federal Aid Project No. 144, Section F, consisting of 8.103 miles of roadway and six bridges of more than 20 ft. clear span 0.184 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

*Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act.

(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $261,987.55, Federal Aid $151,368.25; six bridges, approved estimate $155,727.00, Federal Aid $87,386.20.

(d) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of two hundred thirty-eight thousand, seven hundred fifty-four and 45/100 dollars ($238,754.45), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four hundred seventeen thousand, seven hundred fourteen and 55/100 dollars ($417,714.55), the approved total estimated cost of Section F of said project.

5-5518

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____
(Name)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____
the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____
Oregon
(Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

_____

_____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds, probable amount annually available, and how will be placed under direct control of Highway Department)

_____

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

_____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 12th day of May, 1931.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By I. H. Blandgen
Chairman, State Highway Commission
(Title of officer)

By M. A. Knapp
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

R. W. Dunlap
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 807 in the S.½ of Sec. 22, T.16 S., R.12 W., W.M., and survey station 1323+75 at the Lane-Lincoln Counties Line at the south end of Section C of said project,

locally known as the Lincoln County Line-China Creek Section of the Roosevelt Coast Highway, between Hebo and Coos Bay, Lane County, Emergency Federal Aid Section F, and designated in the records of this Department as Project No. 144,/, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $417,714.55 Section F of as the total estimated cost of said project, and the sum of $238,754.45 as the share of the United States, payable under said acts on account of such project, which does not exceed authorized Federal pro rata share the/ [redacted] per cent of said total estimated cost.

Done at the city of Washington, this 12th day of May one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

P. V. Hunsaker
Acting Secretary of Agriculture.

5—4889

PP.447

Form 30—E-18703—2M—10-30

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
State Highway Engineer

Date April 18th, 1931

Job name Lincoln Co Line - China Creek Grading

Week from April 11th to April 18th

Highway Roosevelt Coast

Mail address Waldport

County Lane Job prefix 20pp

Telegraph or telephone address "

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractors are making preparations to start their grading again

Engr crew of 3 men computing and plotting X sections

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed Carl A Klinson

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading in project 4 4 6

Miles completed 0

Miles completed except finishing 0

Total cubic yards in project 272000

Cubic yards moved to date 25000

Miles covered by contractor's forces 1

Miles cross-sectioned 4 4 6

Miles cross-sections completed and checked 0

Miles to be remeasured 4 4 6

Number men in Engineering Party 3

Contractor's average force for week 2 men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 21 D N 1 ..... Percentage 33 1/3
2. ..... 20 P P ..... Percentage 66 2/3
3. ..... Percentage .....
4. ..... Percentage .....

1K 144-B

March 4, 1931.

Mr. W. H. Lytle,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Lincoln County Line-China Creek Section, Project No. 144-B.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/EK.

encl.

Oregon State Highway Department — Emergency Project No. 144-F

LANE-COOS COUNTY LINE-CHINA CREEK SECTION
OF THE ROOSEVELT COAST HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 28, 1931.

North Unit, Grading

All Required	Clearing and Grubbing		
194,000 cu. yds.	Excavation, Single Classification	$0.80	$ 75,720.00
216,000 yd. sta.	Overhaul	0.03	
16,000 yd. mis.	Truck Haul	0.20	3,200.00
520 cu. yds.	Rubble Masonry	10.00	
100 cu. yds.	Riprap	4.00	
500 cu. yds.	Rock or Gravel Backfill	1.00	500.00
1,000 lin. ft.	6" Perous Drain Tile	0.50	
500 lin. ft.	8" Perforated Iron Pipe	1.15	575.00
850 lin. ft.	12" Concrete Pipe	1.50	1,275.00
820 lin. ft.	18" " "	2.00	
500 lin. ft.	24" " "	3.75	780.00
150 lin. ft.	30" " "	5.90	
			$86,248.00

South Unit, Grading

All Required	Clearing and Grubbing		
270,000 cu. yds.	Excavation, Single Classification	0.80	100,000.00
450,000 yd. sta.	Overhaul	0.03	
15,000 yd. mis.	Truck Haul	0.20	
100 cu. yds.	Riprap	4.00	
500 cu. yds.	Rock or Gravel Backfill	2.00	
1,000 lin. ft.	Perous Drain Tile	0.40	400.00
500 lin. ft.	8" Perforated Iron Pipe	1.10	550.00
1,000 lin. ft.	12" Concrete Pipe	1.50	1,500.00
1,150 lin. ft.	18" " "	2.75	
210 lin. ft.	24" " "	4.00	
	Total, grading		
	10% Engr. & Contg.		
	Total		$247,218.00

Bridges.

Green Creek Culvert and Retaining Wall (Sta. 1738+69)

80 cu. yds.	Excavation	$ 5.00	400.00
220 cu. yds.	Class "A" Concrete	22.00	4,840.00
18,000 lbs.	Metal Reinforcement	0.035	855.00
			$6,095.00

Beaver Creek Culvert (Sta. 1087/60)

50 cu. yds.	Excavation	$2.50	$ 125.00
110 cu. yds.	Class "A" Concrete	50.00	5,500.00
18,300 lbs.	Metal Reinforcement	0.05	573.00
			$6,198.00

Honey Creek Culvert (Sta. 1201/92)

50 cu. yds.	Excavation	$2.50	$ 125.00
65 cu. yds.	Class "A" Concrete	50.00	3,250.00
10,000 lbs.	Metal Reinforcement	0.05	125.00
			$3,500.00

Sub-total (Culverts)	$12,675.00
10% Engr. & Cont.	1,267.50
Total (Culverts)	$13,942.50
Sub-total (Roadway)	$230,170.00
10% Engr. & Cont.	23,017.00
Total (Roadway)	$253,187.00

[illegible] STEEL 32' SPAN

Cherokee Creek Bridge (Sta. 1272/50-Sta. 1280/75)

120 cu. yds.	Excavation	$5.00	$ 600.00
10 cu. yds.	" Below plans	10.00	100.00
370 cu. yds.	Class "A"Concrete	50.00	18,500.00
160 cu. yds.	" "F" "	55.00	8,800.00
96,000 lbs.	Metal Reinforcement	0.045	4,320.00
380 lin. ft.	Handrail	4.50	1,710.00
			$ 33,930.00

Bob Creek Bridge, (Sta. 1197/30-Sta. 1198/92)

200 cu. yds.	Excavation	$5.00	$ 1,000.00
20 cu. yds.	" below plans	10.00	200.00
160 cu. yds.	Class "A" Concrete	50.00	8,000.00
98 cu. yds.	" "F" "	55.00	5,390.00
46,000 lbs.	Metal Reinforcement	0.045	2,025.00
210 lin. ft.	Concrete Handrail	4.50	945.00
			$ 17,560.00

Ten Mile Creek Bridge (Sta. 1118/58.83-Sta. 1130/37.17)

470 cu. yds.	Excavation	$6.50	$ 3,055.00
50 cu. yds.	" below plans	3.00	150.00
50 cu. yds.	Seal Concrete	15.00	750.00
103 cu. yds.	Class "F" Concrete	55.00	5,665.00
480 cu. yds.	" "A" "	28.00	13,440.00

Ten Mile Creek Bridge CONTINUED

225 cu. yds.	Class "B" Concrete	$28.00	$ 6,300.00
157,000 lbs.	Metal Reinforcement	0.05	7,850.00
585 lin. ft.	Concrete Handrail	5.00	1,125.00
			$ 37,765.00

Rock Creek Bridge (Sta. 262+60–Sta. 284+80)

110 cu. yds.	Excavation	8.50	$ 935.00
10 cu. yds.	Excavation below plans	5.00	50.00
350 cu. yds.	Class "A" Concrete	28.00	9,800.00
195 cu. yds.	" "B" "	28.00	5,460.00
114,000 lbs.	Metal Reinforcement	0.05	5,700.00
410 lin. ft.	Concrete Handrail	3.00	1,230.00
			$ 23,175.00

Big Creek Bridge (Sta. 285+87.85–Sta. 288+27.17)

380 cu. yds.	Excavation	8.50	$ 3,315.00
40 cu. yds.	" below plans	3.00	120.00
105 cu. yds.	Class "A" Concrete	28.00	2,625.00
575 cu. yds.	" "B" "	28.00	16,100.00
270 cu. yds.	" "C" "	28.00	7,560.00
218,000 lbs.	Metal Reinforcement	0.05	10,900.00
495 lin. ft	Concrete Handrail	3.00	1,485.00
			$ 41,955.00

China Creek Bridge (Sta. 310+67–Sta. 312+35)

250 cu. yds.	Excavation	8.50	$ 2,125.00
30 cu. yds.	" below plans	3.00	90.00
900 lin. ft.	Foundation Piling	1.00	900.00
120 cu. yds.	Class "A" Concrete	28.00	3,360.00
60 cu. yds.	" "B" "	28.00	1,680.00
38,000 lbs.	Metal Reinforcement	0.05	1,900.00
140 lin. ft.	Concrete Handrail	3.00	420.00
			$ 10,475.00

Sub-total (Bridges)	$141,370.00
10% Engr. & Cont.	14,137.00
Total (Bridges)	$155,727.00

Total length of project, including bridges		8.292 miles
Length of Cummins Creek Bridge	185 ft.	
" " Bob " "	100 ft.	
" " Ten Mile " "	184.34 ft.	
" " Rock " "	200 ft.	
" " Big " "	239.34 ft.	
" " China " "	66 ft.	
Total length of Bridges	974.68 ft.	0.184 miles
Net length of project (excluding Bridges)		8.108 miles

Cost per mile, Roadway $38,512.22

Estimated percentage of work completed on Sept. 1, 1931:

Roadway	100%
Culverts	100%
Bridges	30%

SUMMARY

Item	Total Cost	Federal Aid		Secondary Advance Funds		State Funds
ROADWAY						
Grading	$247,825.05	$154,721.52	(62.25%)	$ --		$93,103.53
Three Culverts	14,162.50	4,248.75	(30%)	7,789.37	(55%)	2,124.38
Totals (Roadway)	$261,987.55	$158,970.27		$7,789.37		$95,227.91
BRIDGES						
Post Road Portion	$ 77,063.50	$ 45,454.45	(62.25%)	$ --		$29,609.05
Advance Fund Portion	77,863.50	25,359.05	(30%)	42,824.92	(55%)	11,679.53
Totals (Bridges)	$155,927.00	$ 71,813.50		$42,824.92		$41,288.58
Totals (All Work)	$417,914.55	$230,285.77		$50,614.29		$136,816.49

State funds for Construction: Chapter 175, Laws 1917; Chapter 51, Laws 1920.
" " " Maintenance : " 41, " 1927.

PF 1448

February 14, 1931

County Court of Lane County
Eugene, Oregon

Gentlemen:

On February 9, 1931 we sent you along with other certified copies of contracts a certified copy of contract #1260 for the construction of six bridges on the Ten Mile-China Creek Section of the Roosevelt Coast Highway near Yachats. This copy was sent to you and should have been sent to the surety on the bond. As we had sent you an executed copy of this contract on February 5th we ask that you return the certified copy sent on February 9th so that we might forward it to the surety.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

February 14, 1951

Hansen & Rowland Inc.
Washington Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

Gentlemen:

This is to acknowledge receipt of your letter of February 11th in which you requested a copy of contract #1260 which was awarded to the Union Bridge Company for the construction of six bridges on Ten Mile-China Creek Section of the Roosevelt Coast Highway.

The certified copy of this contract which was intended for you was sent by mistake to the County Court of Lane County and we have written them asking that it be returned to us after which we will forward it to you. We are sorry that this delay has been caused and hope that it has not inconvenienced you.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

Union Indemnity Company

A Division of Insurance Securities Company, Inc.

HANSEN & ROWLAND, INC.
GENERAL AGENTS
WASHINGTON, OREGON, IDAHO, ALASKA
WASHINGTON BLDG., TACOMA, WASH.

Union Indemnity Building
New Orleans, La.

February 11, 1931.

State Highway Commission,
Salem, Oregon.

RE: BOND NO. 41511 - UNION BRIDGE COMPANY to STATE OF OREGON - Construction of six Bridges on Ten Mile Creek-China Creek Section of Roosevelt Coast Highway.

Gentlemen:

On January 30 we returned to you four executed copies of contract and bond as captioned above, and requested you to send us a copy of the specifications, contract and bond for the surety company.

We would be pleased to receive a copy of the specifications, contract and bond at an early date, in order that we may forward them to the Surety Company.

Thanking you for your prompt attention to this matter, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By A. Van H. Schermerhorn

A. Van H. Schermerhorn.
Mgr. Surety Bond Dept.

FT

Rec'd 2/12/31

H. B. G. ANSWERED

ANSWERED H. B. G.

PR 3447

February 4, 1938

County Court of Lane County

Eugene, Oregon

Gentlemen:

We hand to you herewith certified copies of the following contracts:

Contract #1256 for the construction of bridges over Hatchery, Pine & Indian Creeks on the McKenzie Highway near Vida.

Contract #1260 for the construction of six bridges on the Ten Mile-China Creek Section of the Roosevelt Coast Highway near Bastets.

Contract #1258 for the grading of the Doyle Hill-Gate Creek Section of the McKenzie Highway.

Contract #1233 for the grading of the Lincoln County Line-China Creek section of the Roosevelt Coast Highway. North Unit.

Contract #1238 for the grading of the Lincoln County Line-China Creek Section of the Roosevelt Coast Highway. South Unit.

Contract #1234 for the surfacing of the Hendricks Bridge-Doyle Hill Section of the McKenzie Highway.

These certified copies of the above contracts are being sent you as you are cooperating in the cost of their construction.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PK
Inc.

PR1445

February 5, 1951

Union Bridge Company
Porter Building
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of six bridges on Ten Mile-China Creek Section of the Roosevelt Coast Highway in Lane County near Yachats.

Very truly yours
State Highway Commission
By
Secretary

FW
Inc.

17143

Form 30—E-18703—2M—10-30

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 24th, 1931

Job name Yaquina & Elsmore-Luetkins Surfacing

Week from Jan 17th to Jan 24th

Mail address Waldport

Highway Roosevelt Coast

Telegraph or telephone address

County Lincoln Job prefix 21PM

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor started laying the 2nd Course of base from Yachats Beach towards Yachats. Plant shut down Thursday on account of the heavy rains.

A washer was installed the latter part of the week and a much better material is being produced.

The Eckman Gravel Plant is stock piling 1½ to ¼" material. This material at present is being hand-quarried.

RECEIVED
JAN 26 1931
STATE OF
DIVISION

NOTED

(See back of this sheet for instructions and detailed information.)

Signed Carl Atkinson

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

PR 144 F

IN YOUR REPLY PLEASE
REFER TO FILE No.·····

POST OFFICE BUILDING
PORTLAND. OREG.

January 19, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today recommending for approval the plans, specifications and estimate for Oregon Emergency Federal Aid Project No. 144, section F, the bids for which were opened January 15, 1931.

This is also to advise you of our concurrence, today, in the award of contract to Tom Lillebo, Reedsport, Oregon, who submitted the low bid for the bridges on the north unit, and to the Union Bridge Company, Portland, Oregon, who submitted the low bid for the bridges on the south unit.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Senior Highway Engineer

Jan. 12, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Herewith are enclosed six copies of estimate to accompany the plans for the structures on the Lincoln County Line-China Creek Section, Project No. 144-F. Under separate cover, we are sending five blueprint copies of Sheet No. 2 of the roadway plans which has been revised to include the structure quantities, and likewise five blueprint copies of Sheet No. 3 which has been revised to show the proposed China Creek Bridge at Station 819.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dicts. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Project No. 144 F

LINCOLN COUNTY LINE-SIUSLAW CREEK SECTION

OF THE ROOSEVELT COAST HIGHWAY IN LANE COUNTY

(Estimate with bridge and culvert plans. Not as basis for project agreement)

Salem, Oregon, January 9, 1931.

North Unit, Grading (Contract Prices)

All Required	Clearing and Grubbing		$2,500.00
194,000 cu. yds.	Excavation, Single Classification	$0.38	73,720.00
216,000 yd. sta.	Overhaul	0.03	6,480.00
16,000 yd. mls.	Truck Haul	0.30	4,800.00
800 cu. yds.	Rubble Masonry	10.00	8,000.00
100 cu. yds.	Rip Rap	4.00	400.00
500 cu. yds.	Rock or Gravel Backfill	1.00	500.00
1,000 lin. ft.	6" Porous Drain Tile	0.50	500.00
500 lin. ft.	9" Perforated Iron Pipe	1.15	575.00
810 lin. ft.	12" Concrete Pipe	1.40	1,134.00
820 lin. ft.	18" Concrete Pipe	2.00	1,640.00
200 lin. ft.	24" Concrete Pipe	3.75	750.00
150 lin. ft.	30" Concrete Pipe	5.00	750.00
			$ 26,285.00

South Unit, Grading (Contract Prices)

All Required	Clearing and Grubbing		5,000.00
278,000 cu. yds.	Excavation, Single Classification	0.38	105,640.00
450,000 yd. sta.	Overhaul	0.02	9,000.00
15,000 yd. mls.	Truck Haul	0.30	4,500.00
100 cu. yds.	Rip Rap	3.00	300.00
500 cu. yds.	Rock or Gravel Backfill	2.00	1,000.00
1,000 lin. ft.	Porous Drain Tile	0.40	400.00
500 lin. ft.	9" Perforated Iron Pipe	1.10	550.00
1,000 lin. ft.	12" Concrete Pipe	1.50	1,500.00
1,150 lin. ft.	18" Concrete Pipe	2.75	3,162.50
210 lin. ft.	24" Concrete Pipe	4.00	840.00
			$131,932.50
	Total, grading		$225,295.50
	10% Engr. & Cont.		22,529.55
	Total - - - - - -		$247,825.05

Culverts, (Estimated Prices)

Summa Creek Culvert and Retaining Wall, (Sta. 1210/20)

80 cu. yds.	Excavation	3.00	$ 240.00
350 cu. yds.	Class "A" Concrete	25.00	8,750.00
10,000 lbs.	Total Reinforcement	0.05	500.00
			$ 9,510.00

Sunny Creek (Sta. 1057/00)

80 cu. yds.	Excavation	$ 2.20	$ 176.00
110 cu. yds.	Class "A" Concrete	26.00	2,860.00
15,500 lbs.	Metal Reinforcement	0.05	775.00
			$3,710.00

Sunny Creek, Sta. 1153/00

70 cu. yds.	Excavation	2.00	105.00
62 cu. yds.	Class "A" Concrete	26.00	1,650.00
10,500 lbs.	Metal Reinforcement	0.05	525.00
			$2,280.00

Sub-total, Culverts	$12,940.00
10% Engr. & Cont.	1,294.00
Total, culverts	$14,234.00
Sub-total (Roadway)	$250,320.50
10% Engr. & Cont.	25,026.05
Total, Roadway	$275,346.55

Bridges, (over 20' span) (estimated prices)

Dunning Creek Bridge (Sta. 1270/00 - Sta. 1280/75)

110 cu. yds.	Excavation	3.00	$ 330.00
10 cu. yds.	Excavation below plans	6.00	60.00
370 cu. yds.	Class "A" Concrete	26.00	9,620.00
160 cu. yds.	Class "B" Concrete	24.00	3,840.00
96,000 lbs.	Metal Reinforcement	0.05	4,800.00
380 lin. ft.	Hand Rail	5.00	1,900.00
			$ 20,550.00

Bob Creek Bridge, (Sta. 1197/92 - Sta. 1198/92)

200 cu. yds.	Excavation	3.00	$ 600.00
20 cu. yds.	Excavation below plans	6.00	120.00
160 cu. yds.	Class "A" Concrete	26.00	4,160.00
35 cu. yds.	Class "B" Concrete	24.00	840.00
45,000 lbs.	Metal Reinforcement	0.05	2,250.00
210 lin. ft.	Concrete Handrail	5.00	1,050.00
			$10,400.00

Two Mile Creek Bridge, (Sta. 1118/52.83 - Sta. 1120/57.17)

470 cu. yds.	Excavation	3.50	1,645.00
50 cu. yds.	Excavation below plans	7.00	350.00
50 cu. yds.	Seal Concrete	18.00	900.00
105 cu. yds.	Class "B" Concrete	22.00	2,310.00
480 cu. yds.	Class "A" Concrete	26.00	12,480.00

228 cu. yds.	Class "D" Concrete	$24.00	$5,400.00
187,000 lbs.	Metal Reinforcement	0.05	9,350.00
385 lin. ft.	Concrete Handrail	5.00	1,925.00
			$34,300.00

Rock Creek Bridge (Sta. 962+80 - Sta. 964+80)

110 cu. yds.	Excavation	3.50	385.00
10 cub. yds.	Excavation below plans	7.00	70.00
360 cu. yds.	Class "A" Concrete	26.00	9,360.00
190 cu. yds.	Class "D" Concrete	24.00	4,560.00
116,000 lbs.	Metal Reinforcement	0.05	5,800.00
410 lin. ft.	Concrete Handrail	5.00	2,050.00
			$22,065.00

Big Creek Bridge (Sta. 929+87.83 - Sta. 932+27.17)

390 cu. yds.	Excavation	3.50	1,365.00
40 cu. yds.	Excavation below plans	7.00	280.00
105 cu. yds.	Class "B" Concrete	22.00	2,310.00
575 cu. yds.	Class "A" Concrete	26.00	14,950.00
270 cu. yds.	Class "D" Concrete	24.00	6,480.00
215,000 lbs.	Metal Reinforcement	0.05	10,750.00
495 lin. ft.	Concrete Handrail	5.00	2,475.00
			$38,610.00

China Creek Bridge (Sta. 818+67 - 819+33)

250 cu. yds.	Excavation	3.50	875.00
30 cu. yds.	Excavation below plans	7.00	210.00
909 lin. ft.	Foundation piling	0.80	720.00
120 cu. yds.	Class "A" Concrete	26.00	3,120.00
60 cu. yds.	Class "D" Concrete	24.00	1,440.00
38,000 lbs.	Metal Reinforcement	0.05	1,900.00
140 lin. ft.	Concrete Handrail	5.00	700.00
			$ 8,965.00

Sub-total (bridges over 20' span)	$135,030.00
10% Engr. & Cont.	13,503.00
	$148,533.00

Total length of project, including bridges 6.298 miles

Length of	Cummins Creek	Bridge	185 feet	
" "	Rob	" "	100 "	
" "	Ten Mile	" "	184.34"	
" "	Rock	" "	200 "	
" "	Big	" "	239.34"	
" "	China	" "	66	
Total length of bridges			974.68 feet	0.184 mi.
Net length of project (excluding bridges)				6.108

Cost per mile, roadway $32,321.04

SUMMARY

Items	Total Cost	Federal Aid Funds		Govt. Emergency Funds	State Funds
Grading	$247,923.05	$142,510.44	(57.50%)	$ - - -	$105,314.61
Three Culverts	14,234.00	8,857.81	(62.23%)	4,376.19	- - -
Totals (Roadway)	$262,069.05	$151,368.25	(57.76%)	$4,376.19	$105,314.61
Six Bridges	$148,533.00	$ 92,432.06	(62.23%)	$ 20,000.00	$ 36,100.94
Totals (all work)	$410,602.05	$243,800.31		$ 35,376.19	$141,415.55

Oregon State Highway Department — Project No. 144 F

LINCOLN COUNTY LINE-SIUSLAW CREEK SECTION
OF THE ROOSEVELT COAST HIGHWAY IN LANE COUNTY

(Estimate with bridge and culvert plans. Not as basis for project agreement)

Salem, Oregon, January 9, 1931.

North Unit, Grading (Contract Prices)

All Required	Clearing and Grubbing		$2,000.00
194,000 cu. yds.	Excavation, Single Classification	$0.38	73,720.00
216,000 yd. sta.	Overhaul	0.02	4,320.00
16,000 yd. mis.	Truck Haul	0.20	3,200.00
520 cu. yds.	Rubble Masonry	10.00	5,200.00
100 cu. yds.	Rip Rap	4.00	400.00
500 cu. yds.	Rock or Gravel Backfill	1.00	500.00
1,000 lin. ft.	6" Porous Drain Tile	0.50	500.00
500 lin. ft.	9" Perforated Iron Pipe	1.15	575.00
850 lin. ft.	12" Concrete Pipe	1.50	1,275.00
820 lin. ft.	18" Concrete Pipe	2.30	2,378.00
200 lin. ft.	24" Concrete Pipe	3.75	750.00
150 lin. ft.	30" Concrete Pipe	5.30	795.00
			$ 96,563.00

South Unit, Grading (Contract Prices)

All Required	Clearing and Grubbing		5,000.00
278,000 cu. yds.	Excavation, Single Classification	0.36	100,080.00
450,000 yd. stas.	Overhaul	0.02	9,000.00
15,000 yd. mis.	Truck Haul	0.30	4,500.00
100 cu. yds.	Rip Rap	3.00	300.00
500 cu. yds.	Rock or Gravel Backfill	2.00	1,000.00
1,000 lin. ft.	Porous Drain Tile	0.40	400.00
500 lin. ft.	9" Perforated Iron Pipe	1.10	550.00
1,000 lin. ft.	12" Concrete Pipe	1.50	1,500.00
1,150 lin. ft.	18" Concrete Pipe	2.75	3,162.50
210 lin. ft.	24" Concrete Pipe	4.00	840.00
			$126,332.50
		grading	$225,295.50
		E. P. & Cont.	22,529.55
		Total	$247,825.05

Culverts, (Estimated Prices)

Cotton Creek Culvert and Retaining Walls, (Sta. 1298/80)

60 cu. yds.	Excavation	3.00	$ 240.00
450 cu. yds.	Class "A" Concrete	26.00	5,730.00
10,000 lbs.	Metal Reinforcement	0.05	500.00
			$ 6,910.00

Sawmar Creek (Sta. 1057/00)

50 cu. yds.	Excavation	$ 3.50	$ 175.00
130 cu. yds.	Class "A" Concrete	20.00	2,600.00
13,500 lbs.	Metal Reinforcement	0.05	675.00
			$3,710.00

Honey Creek, Sta. 145/00

30 cu. yds.	Excavation	3.50	105.00
65 cu. yds.	Class "A" Concrete	26.00	1,690.00
10,500 lbs.	Metal Reinforcement	0.05	525.00
			$2,320.00

Sub-total, Culverts	$12,940.00
10% Engr. & Cont.	1,294.00
Total, culverts	$14,234.00
Sub-total (Roadway)	$259,523.40
10% Engr. & Cont.	25,925.95
Total, Roadway	$285,059.35

Bridges, (over 20' span) (estimated prices)

Cumins Creek Bridge (Sta. 1278/90 - Sta. 1280/75)

110 cu. yds.	Excavation	5.00	$ 550.00
10 cu. yds.	Excavation below plans	6.00	60.00
370 cu. yds.	Class "A" Concrete	26.00	9,620.00
160 cu. yds.	Class "D" Concrete	24.00	3,840.00
96,000 lbs.	Metal Reinforcement	0.05	4,800.00
380 lin. ft.	Hand Rail	5.00	1,900.00
			$ 20,550.00

Bob Creek Bridge, (Sta. 1197/02 - Sta. 1198/02)

200 cu. yds.	Excavation	3.00	$ 600.00
20 cu. yds.	Excavation below plans	6.00	120.00
160 cu. yds.	Class "A" Concrete	26.00	4,160.00
95 cu. yds.	Class "D" Concrete	24.00	2,280.00
45,000 lbs.	Metal Reinforcement	0.05	2,250.00
210 lin. ft.	Concrete Handrail	5.00	1,050.00
			$10,460.00

Ten Mile Creek Bridge, (Sta. 1118/82.83 - Sta. 1120/37.17)

470 cu. yds.	Excavation	3.30	1,645.00
50 cu. yds.	Excavation below plans	7.00	350.00
50 cu. yds.	Seal Concrete	18.00	900.00
105 cu. yds.	Class "D" Concrete	22.00	2,310.00
480 cu. yds.	Class "A" Concrete	26.00	12,480.00

225 cu. yds.	Class "D" Concrete	$24.00	$5,400.00
167,000 lbs.	Metal Reinforcement	0.05	8,350.00
385 lin. ft.	Concrete Handrail	5.00	1,925.00
			$54,300.00

Rock Creek Bridge, (Sta. 902/80 - Sta. 364/80)

110 cu. yds.	Excavation	3.50	385.00
10 cu. yds.	Excavation below plans	7.00	70.00
350 cu. yds.	Class "A" Concrete	25.00	8,100.00
105 cu. yds.	Class "D" Concrete	24.00	4,600.00
116,000 lbs.	Metal Reinforcement	0.05	5,800.00
410 lf	Concrete Handrail	5.00	
			$ 20,035.00

Big Creek Bridge, (Sta. 923/87.83 - Sta. 952/27.17)

350 cu. yds.	Excavation	3.50	1,225.00
40 cu. yds.	Excavation below plans	7.00	280.00
105 cu. yds.	Class "B" Concrete	22.00	2,310.00
575 cu. yds.	Class "A" Concrete	26.00	14,950.00
270 cu. yds.	Class "D" Concrete	24.00	6,480.00
215,000 lbs.	Metal Reinforcement	0.05	10,750.00
475 lin. ft.	Concrete Handrail	5.00	2,375.00
			$ 38,610.00

China Creek Bridge, (Sta. 818/87 - 819/33)

250 cu. yds.	Excavation	3.50	875.00
30 cu. yds.	Excavation below plans	7.00	210.00
900 lin. ft.	Foundation Piling	0.80	720.00
120 cu. yds.	Class "A" Concrete	26.00	3,120.00
60 cu. yds.	Class "D" Concrete	24.00	1,440.00
38,000 lbs.	Metal Reinforcement	0.05	1,900.00
140 lin. ft.	Concrete Handrail	5.00	700.00
			$ 8,965.00

Sub-total (bridges over 20' span)	$132,980.00
10% Engr. & Cont.	13,298.00
	$146,278.00

Total length of project, including bridges		8.292 miles
Length of Cummins Creek Bridge	185 feet	
" " Bob " "	100 "	
" " Ten Mile " "	184.34 "	
" " Rock " "	200 "	
" " Big " "	239.34 "	
" " China " "	66 "	
Total length of bridges	974.68 feet	0.184 miles
Net length of project (excluding bridges)		8.108 "
Cost per mile, roadway	$32,321.04	

SUMMARY

Items	Total Cost	Federal Aid Funds		Govt. Emergency Funds	State Funds
Grading	$247,825.05	$142,510.44	(57.504%)	$ --	$105,314.61
Three Culverts	14,254.00	8,857.81	(62.23%)	5,378.19	--
Totals (Roadway)	$262,079.05	$151,368.25	(57.761%)	$5,378.19	$105,314.61
Six Bridges	$166,272.90	$ 91,028.79	(62.23%)	$50,000.00	$ 25,249.31
Totals (all work)	$428,351.95	$242,397.04		$55,378.19	$130,563.92

PR144F

December 16, 1930.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

This is to advise that, C. R. Johnson, low bidder for the grading of the South Unit of the Lincoln County Line-China Creek Section (F. A. Proj. No. 144-F) having claimed to have made a mistake in his bid and having refused to enter into a contract to perform the work, the State Highway Commission has awarded the contract for that work to Earl McNutt.

Earl McNutt's bid, although $30,855.00 above the total shown in C. R. Johnson's proposal, is a low bid for the work to be done, being $34,207.50 below the engineer's estimate and $14,487.50 below the next higher bid. Competition for the work was keen, sixteen bids having been received.

The Highway Commission did not ask C. R. Johnson, to forfeit the amount of his bid bond ($4,803.87) for the following reasons:

1. It was believed that Johnson was honest in his contention that a mistake had been made in his bid, and it, therefore, felt that it would be doing the contractor a gross injustice to force payment of the bid bond.

2. The amount of the bid bond could not have been collected without a law suit, and there is considerable doubt as to whether, under the circumstances, a court decision in favor of the State could have been obtained.

Inasmuch as Mr. Johnson refused to enter into a contract for the performance of the work, and inasmuch as the Highway Commission had no means at its command by which it could have forced him to enter into the contract, it appeals to us that Mr. McNutt may quite reasonably be looked upon as the lowest bidder, and that there is nothing to

prevent your Bureau's cooperating in the work on the basis of McDutt's bid prices. Therefore, when we make up the estimate to be submitted as a basis for the project agreement, we will use McDutt's prices.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:ER

PR 144 D
South

Form 30—E-15703—2M—10-30

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

South Unit

Job name Lane Co. Line - China Creek Gradin

Highway Roosevelt - Coast

County Lane Job prefix 20PP-2

Date Dec 12th, 193 0

Week from Dec 6th to Dec 13

Mail address Waldport

Telegraph or telephone address "

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor put on a fleet of trucks and hauled all of the Concrete pipe to his job this week.

He also sub-let the Clearing and grubbing into small units and this work is progressing.

Contractor is building his camp at Squaw Creek.

Engineering crew set V section Stakes and Current Stakes this week on this job.

NOTED
E. A. [illegible]

(See back of this sheet for instructions and detailed information.)

Signed Carl A. Stevens

Title Res. Engr

GRADING CONSTRUCTION

Total miles of grading in project 4.4.6

Miles completed 0

Miles completed except finishing 0

Total cubic yards in project 272000

Cubic yards moved to date 0

Miles covered by contractor's forces 2

Miles cross-sectioned 1/4

Miles cross-sections completed and checked 5

Miles to be remeasured 4.4.6

Number men in Engineering Party 3

Contractor's average force for week 26 men,
14 Truck
..... teams, — steam shovels

Grading work will be completed about Dec. 31-1921

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 2CPP-2 Percentage 50%
2. 21PM Percentage 50%
3. ..... Percentage .....
4. ..... Percentage .....

PR1448

December 2, 1930

Mr. M. A. Lynch
State Highway Commissioner
Redmond, Oregon

Dear Sir:

I am pleased to advise that Mr. Van Duser has agreed to the award of the contract for the South Unit of the Lincoln County Line-China Creek Section of the Coast Highway in Lane County to the second bidder and since this makes the decision unanimous, I have accordingly notified Mr. Earl L. McNutt of the award of this contract to him. He has previously advised of his willingness to accept the award. The length of this project is 4.5 miles and McNutt's bid is $123,932.50.

This is the last grading unit which will be awarded by the State to complete the Roosevelt Coast Highway. There remains, however, the 4.4 mile unit along Lake Tahkenitch, which is between Florence and Gardiner. This will be handled as a forest highway project by the Bureau of Public Roads and the Bureau has promised to receive bids on it sometime prior to the first of January, so that it can be said that the grading of the entire remaining portions of the Roosevelt Highway will be under contract by the first of the year. There are several small bridges to be built on the state portions for which plans and specifications are now being prepared with the expectation that they will be advertised in January.

At this letting you will note from our advertisement we are receiving bids on 10 miles of surfacing from Florence north to Berry Creek, which will reduce the unsurfaced mileage by that amount. The entire section from Waldport through Yachats to the Lane County line has now been covered with a base course of rock so that travel can use this road the whole year round. Between Waldport and Newport, the forest highway project has been covered with a base course of rock and that is also open for travel, using the new ferry slips on the south side of Yaquina Bay and the north side of Alsea Bay. The opening of these two units avoids further use of the beach with the dangerous creek crossings and the elevated tramway on the north side of Alsea Bay which has always been bad.

The new ferry approach and slips on the north side of Coos Bay was opened for traffic today so that the crossing time of the ferry will be substantially reduced as well as made considerably safer during foggy weather.

All of the grading contracts on the Coast have been continued

as weather permitted, although it is probable that some of this work will be forced to close down under adverse weather conditions.

Mr. Endicott, who received the contract for the North Unit south of the Lincoln County line, already has two tractors at work and has moved some yardage as well as doing some of the clearing, so that if he is able to work to a limited extent during the winter time, he will be in fine shape for an early start in the spring.

Very truly yours,

State Highway Engineer

RAK:HI

file
Smith inst - China Creek -
Lincoln to Linn grading job

PR 144 F
Doctr

PY OF
NION TELEGRAM

NOV 18 1950

CLAIM FOR RELIEF ARE BASED ON MISTAKE IN COMPUTING BID HENCE SIMILAR STOP WILLAMETTE CONTRACTING COMPANY BID AND CASCADE PETROLEUM COMPANY BID ARE RESULT OF POOR BUSINESS JUDGMENT AND LACK OF INVESTIGATION BEFORE PREPARING BID HENCE THESE TWO CASES NOT LIKE FIRST TWO STOP JOHNSON BID DIFFERED FROM ALL OTHERS IN THAT AWARD NOT YET MADE HENCE BID MAY BE REJECTED AS TOO LOW OR BIDDER MAY BE PERMITTED TO CORRECT APPARENT MISTAKE AND THEN BE AWARDED CONTRACT ON CORRECTED BID BUT THIS LAST NOT RECOMMENDED STOP DISPOSITION OF JOHNSON BID MAY INFLUENCE HART BID BUT NOT NECESSARILY PETROLEUM COMPANY BID OR WILLAMETTE CONTRACTING COMPANY BID STOP COURT DECISIONS MAKE DISTINCTION BETWEEN MISTAKES IN COMPUTATION OR FIGURES AND MISTAKES GROWING OUT OF CARELESSNESS OR POOR BUSINESS JUDGMENT GRANTING RELIEF IN FIRST INSTANCE BUT NOT IN SECOND

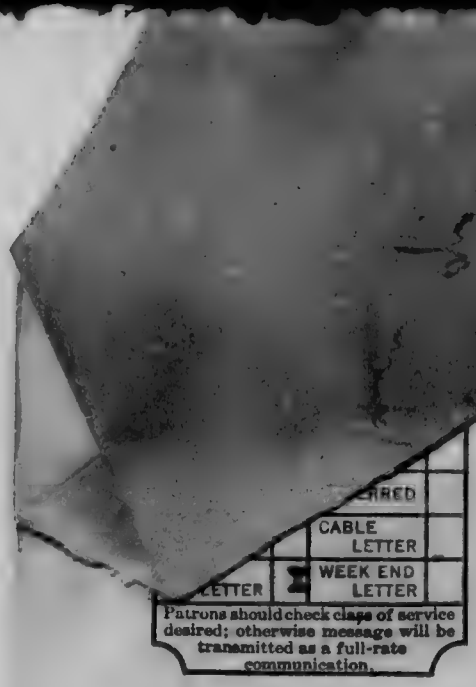
J M DEVERS

NOT

(See back of this sheet for instructions and detailed information.)

Signed Carl A Nelson

Title Res Engr


CABLE LETTER
WEEK END LETTER
Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

file

PR 144 F
Doctl

COPY OF WESTERN UNION TELEGRAM

NOV 18 1950

H B VAN DUZER
HOTEL MUEHLEBACH KANSAS CITY MO

RE COAST JOB HART BROS CLAIM FOR RELIEF AND JOHNSON CLAIM FOR RELIEF ARE BASED ON MISTAKE IN COMPUTING BID HENCE SIMILAR STOP WILLAMETTE CONTRACTING COMPANY BID AND CASCADE PETROLEUM COMPANY BID ARE RESULT OF POOR BUSINESS JUDGMENT AND LACK OF INVESTIGATION BEFORE PREPARING BID HENCE THESE TWO CASES NOT LIKE FIRST TWO STOP JOHNSON BID DIFFERED FROM ALL OTHERS IN THAT AWARD NOT YET MADE HENCE BID MAY BE REJECTED AS TOO LOW OR BIDDER MAY BE PERMITTED TO CORRECT APPARENT MISTAKE AND THEN BE AWARDED CONTRACT ON CORRECTED BID BUT THIS LAST NOT RECOMMENDED STOP DISPOSITION OF JOHNSON BID MAY INFLUENCE HART BID BUT NOT NECESSARILY PETROLEUM COMPANY BID OR WILLAMETTE CONTRACTING COMPANY BID STOP COURT DECISIONS MAKE DISTINCTION BETWEEN MISTAKES IN COMPUTATION OR FIGURES AND MISTAKES GROWING OUT OF CARELESSNESS OR POOR BUSINESS JUDGMENT GRANTING RELIEF IN FIRST INSTANCE BUT NOT IN SECOND

J M DEVERS

NO ~

(See back of this sheet for instructions and detailed information.)

Signed Carl A Tolerson

Title Res. Engr.

...TICISM AND SUGGESTION CONCERNING ITS SERVICE

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon TELEPHONE 61

1930 NOV 17 PM 1 01

PR69 41 DL=KANSASCITY MO 17 205P

ROY A KLEIN=

STATE HIGHWAY COMM SALEM ORG=

YOUR WIRE SATURDAY STOP CAN YOU AND DEVERS JUSTIFY SUGGESTED ACTION AND STILL MAINTAIN POSITION WE HAVE TAKEN REGARDING BID BONDS NOW IN DEFAULT STOP SEEMS TO ME THAT EXCEPT FOR ACTUAL AWARD IN LAST NAMED CASES ARGUMENT MIGHT BE USED=

H B VANDUZER.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

NO

(See back of this sheet for instructions and detailed information.)

Signed Carl A Klein

Title Res. Engr.

LETTER
WEEK END LETTER

should check class of service ired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

NOV 15 1950

H B VAN DUZER
MUELBACH HOTEL KANSAS CITY MO

WOULD LIKE TO DISPOSE OF SOUTH UNIT COAST JOB STOP HAVE CHECKED OVER JOHNSONS STORY AND THINK IT IS STRAIGHT STOP NO DOUBT THERE IS MISTAKE WHEN COMPARED WITH UNIT BIDS OF OTHERS AND OUR OWN FIGURES STOP SECOND BIDDER THIRTY FOUR THOUSAND DOLLARS BELOW OUR ESTIMATE STOP DEVERS SAYS U S SUPREME COURT HOLDS THAT BIDDER CANNOT BE REQUIRED TO FORFEIT BOND WHERE AN APPARENT MISTAKE WAS MADE IN BID HENCE RESULTS OF LITIGATION TO COLLECT ON THIS BOND DOUBTFUL STOP IF DESIRABLE TO AVOID THIS FEATURE BID COULD BE CONSISTENTLY REJECTED BECAUSE TOO LOW AND AWARD MADE TO SECOND BIDDER STOP PLEASE INSTRUCT

ROY A KLEIN

NO

(See back of this sheet for instructions and detailed information.)

Signed Roy A Klein

Title Res Engr

TICISM AND SUGGESTION CONCERNING ITS SERVICE

1201B

WESTERN UNION

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

...me filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon TELEPHONE 61 — 1930 NOV 10 AM 7 58

PR16 41 NL=SANFRANCISCO CALIF NOV 9

ROY A KLEIN=

STATE HIGHWAY COMMISSION SALEM ORG=

AM LEAVING TONIGHT FOR KANSASCITY ADDRESS MUELBACH HOTEL STOP FOR BUSINESS REASON NOT ANXIOUS TO HAVE MY BEING OUT OF STATE PUBLIC STOP AM A GOOD DEAL WORRIED ABOUT ESPECIALLY PREVIOUS BID BOND SITUATION STOP URGE EXTREME CAUTION PLEASE SHOW DEVERS=

:H B VAN DUZER.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

NOV 1 1930

(See back of this sheet for instructions and detailed information.)

Signed Carl A Klein

Title Res Eng

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

PR 1442

NOTED

FIELD ENGINEER'S WEEKLY REPORT

State Highway Engineer

Job name Lane Co Line - Ten Mile North Unit Grading

Highway Roosevelt - Const ?

County Lane Job prefix 20PR-1

Date Nov 15th, 1930.

Week from Nov 8th to Nov 15th

Mail address Waldport Ore

Telegraph or telephone address " "

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor moved on the job this week and is beginning to organize a crew to start Clearing & Grubbing. Grading will probably start next week.

RECEIVED
NOV 17 1930
DIVISION ENGINEER

NOTED

(See back of this sheet for instructions and detailed information.)

Signed Carl A. Peterson

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project 2 8 3

Miles completed C

Miles completed except finishing C

Total cubic yards in project 194 000

Cubic yards moved to date 0

Miles covered by contractor's forces 0

Miles cross-sectioned 0

Miles cross-sections completed and checked 0

Miles to be remeasured 283

Number men in Engineering Party 0

Contractor's average force for week ..... 3 ..... men,

— ..... teams, ... — ..... steam shovels

Grading work will be completed about Dec 31st 1921

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

PR*144.F

October 29, 1930.

U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Gentlemen:

In connection with our requests for federal aid on the Lincoln County Line-Chinn Creek grading project (F. A. Project No. 144-F), and on the Hendricks Bridge-Doyle Hill surfacing project (F. A. Project No. 117-C), we wish to bring to your attention the fact that the first of these projects will afford employment for from 75 to 100 men and that the second will afford employment for from thirty to forty men. We also wish to point out that the locations of both of these projects, and the nature of the work to be performed on them, are such that work can be carried on more or less continuously during the winter months.

Because of the facts mentioned above, the projects will be effective in relieving the unemployment situations in their respective vicinities. They should, therefore, be gotten underway at the earliest possible time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

_____
Chairman.

_____
Commissioner.

_____
Commissioner.

SHP:ER

PR 144 F

TO THE REP

FILE NO.

October 28, 1936.

Mr. E. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

In accordance with the request contained in your letter of October 27th, we are enclosing herewith five copies of the bid proposal for the Lincoln County Line-China Creek Section, Project No. 144-F.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/KH.

encl.

...TES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

...REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

October 27, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Receipt is acknowledged of P.S. and E. papers for Oregon Federal Aid Project No. 144-F, Lincoln County Line - China Creek Section.

It is noted that the copies of the proposal sent are for the Hendrick Bridge - Doyle Hill Section,-- evidently enclosed through error. Will you please send at your early convenience the special provisions covering 144-F, in order that the project may be reviewed.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
Highway Engineer.

144F

October 28, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 5900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans and five bid proposals covering the Lincoln County Line-China Creek Section, Project No. 144F. Under separate cover, we are sending five sets of blueprint plans and one set of original cross-sections for this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/KH.
encl.

Oregon State Highway Department

Project No. 144-F

LINCOLN COUNTY LINE-CHINA CREEK SECTION

OF THE ROOSEVELT-COAST HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, October 22,1930.

North Unit, Grading

All Required	Clearing and Grubbing			$10,000.00
194,000 cu. yds.	Excavation, Single Classification	$0.45		87,300.00
216,000 yd. stas.	Overhaul	0.03		6,480.00
16,000 yd. mi.	Truck Haul	0.25		4,000.00
520 cu. yd.	Rubble Masonry	10.00		5,200.00
100 cu. yd.	Rip Rap	3.00		300.00
500 cu. yd.	Rock or Gravel Backfill	2.00		1,000.00
1,000 lin. ft.	6-inch Porous Drain Tile	.40		400.00
800 lin. ft.	9-inch Perforated Iron Pipe	1.00		800.00
850 lin. ft.	12-inch Concrete Pipe	2.00		1,700.00
820 lin. ft.	18-inch Concrete Pipe	3.00		2,460.00
200 lin. ft.	24-inch Concrete Pipe	4.00		800.00
150 lin. ft.	30-inch Concrete Pipe	6.00		900.00
				$ 121,040.00

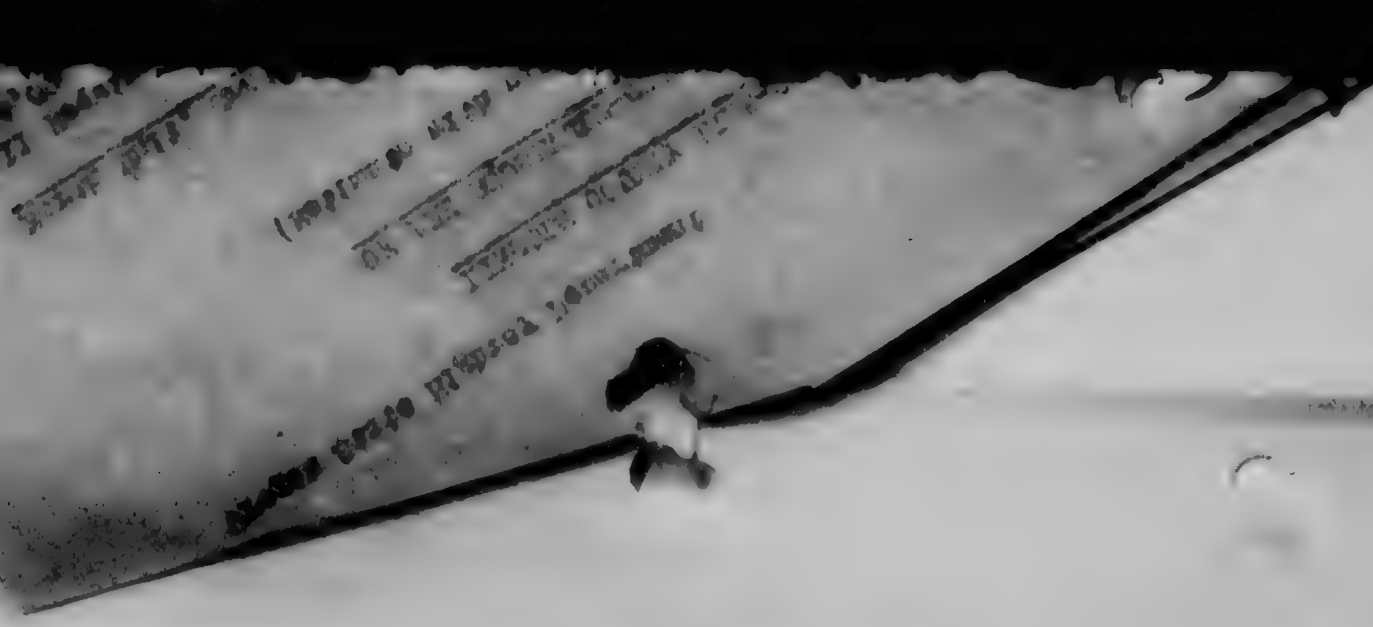
South Unit, Grading

All Required	Clearing and Grubbing		10,200.00
278,000 cu. yds.	Excavation, Single Classification	0.45	125,100.00
450,000 yd. stas.	Overhaul	0.03	13,500.00
15,000 yd. mi.	Truck Haul	0.25	3,750.00
100 cu. yds.	Rip Rap	3.00	300.00
800 cu. yds.	Rock or Gravel Backfill	2.00	1,000.00
1,000 lin. ft.	6-inch Porous Drain Tile	0.40	400.00
800 lin. ft.	9-inch Perforated Iron Pipe	1.00	800.00
1,000 lin. ft.	12-inch Concrete Pipe	2.00	2,000.00
1,150 lin. ft.	18-inch Concrete Pipe	3.00	3,450.00
210 lin. ft.	24-inch Concrete Pipe	4.00	840.00
			$ 161,140.00

Sub-total	$ 282,180.00
10% Engr. & Cont.	28,218.00
Total	$ 310,398.00

Gross length.....5.292 Miles

Length, Big Creek Bridge 210 feet



Length, Rock Creek Bridge	190 feet	
Length, Ten Mile Creek Bridge	190 feet	
Length, Bob Creek Bridge	117 feet	
Length, Cummins Creek Bridge	200 feet	
Total length bridges	907 feet (non-part.)	.172 miles
Net length of project		8.180 miles
Cost per mile (Roadway)	$38,226.35	

State Funds Available, $158,805.72

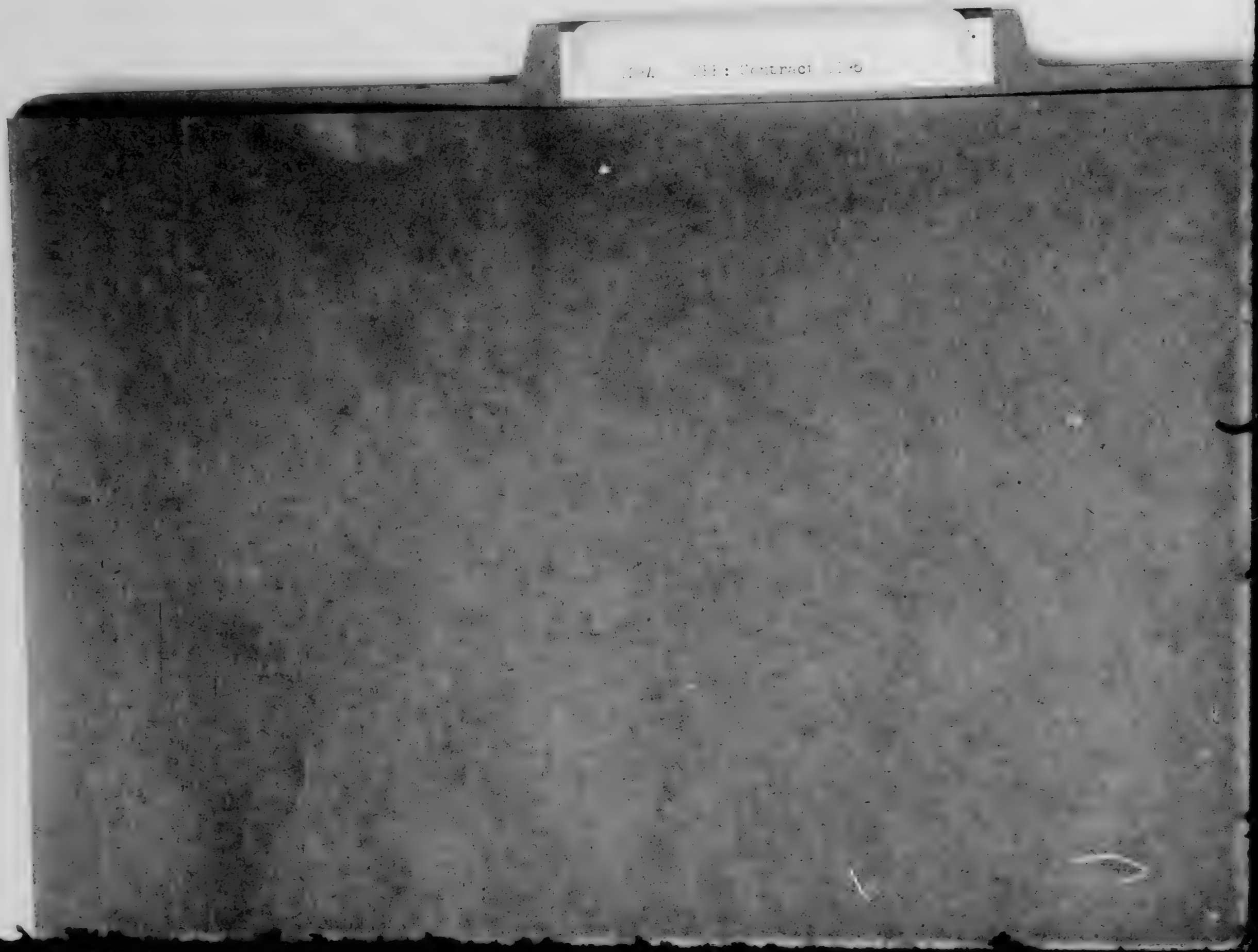
Federal Aid Requested, 151,592.28 (48.838+%)

$310,398.00

CONTRACT# 1234,

SEE:

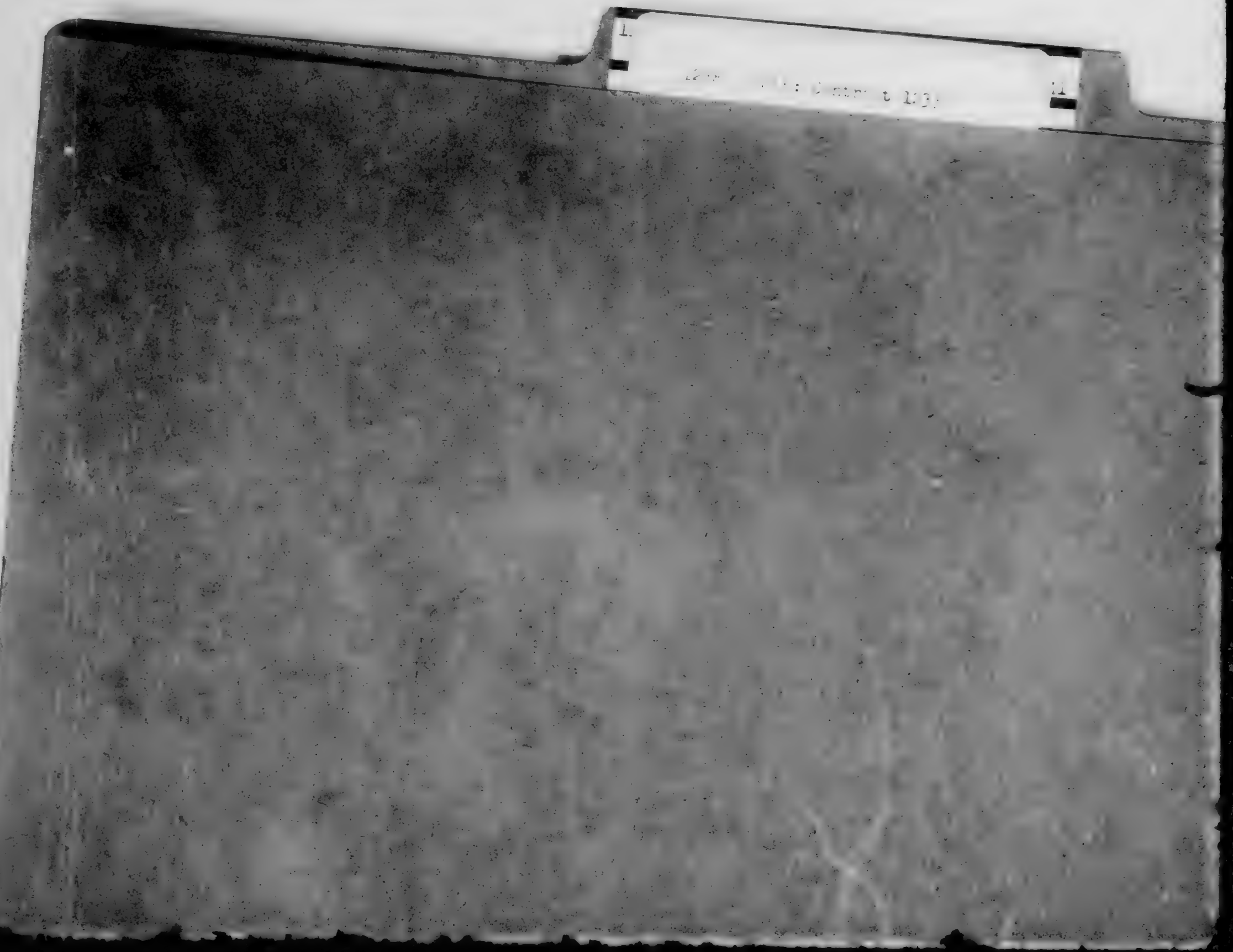
CONTRACT# 1196,



CONTRACT #1238,

SEE:

CONTRACT #



CONTRACT #1243,

PR 141-B Larson Slough-Haines Slough Units 1929

#1243

#1243

PR 141B

December 7, 1931

Mr. A. T. Haines,
Marshfield,
Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the second instant, in which you advise us of your claim in the sum of $59.20 for hay and grain furnished to a man by the name of I. G. Bingham for the highway job extending from Glascow Ferry north to the junction at Lakeside.

The contract to which you refer is State Highway Contract No. 1243 and is for the widening and resurfacing of the Lakeside-North Bend of the Oregon Coast Highway in Coos County. This project was completed by the contractor on July 15, 1931, and final payment has been made to the contractor for this work. According to our records, I. G. Bingham was the principal subcontractor under Saxton & Looney. We do not know the address of Mr. Bingham, but the address of Saxton & Looney, whom we hold responsible for the satisfactory completion of the project and liable for the payment of claims incurred against the project, is Corvallis, Oregon.

In connection with the project, Saxton & Looney furnished the State with a surety bond for the protection of claims. This bond was written by the U. S. Fidelity & Guaranty Company for whom C. O. Price is Manager, with offices in the Porter Building, Portland. We would suggest that you take the matter up with the bonding company, and also file notice of your claim with the Secretary of State, as required by the statutes, a copy of which we are enclosing relating to this feature. In accordance with our usual practice, we are today advising the bonding company of the existence of your claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

December 7, 1951

U. S. Fidelity & Guaranty Co.,
C. O. Price, Local Manager,
Porter Building,
Portland, Oregon.

Gentlemen:

Attached hereto you will find copy of letter which we have received from Mr. A. T. Haines of Marshfield in connection with his claim against State Highway Contract No. 1248, awarded to Saxton & Looney, for the widening and resurfacing of the Lakeside-North Bend Section of the Oregon Coast Highway in Coos County. The claim is in the sum of $59.20 and is for hay and grain furnished to I. O. Bingham, subcontractor under Saxton & Looney.

This information is given you as you furnished the surety bond in connection with the above described project.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

LJ

CC Saxton & Looney
Corvallis, Ore.

#1243
Coos Co

A. T. HAINES

HAY, FEED,
GRASS SEED,
WOOD AND ROOFING

WHOLESALE AND RETAIL

MARSHFIELD, ORE. Dec - 2 - 1931

ANSWERED
H. B. G.

Roy Kline
State Highway Engr
Salem Ore

Dear Sir - In June + July of this year (1931) we furnished J. G. Bingham hay + Grain for the job from Glasgow Camp to North of the junction at Lakeside for putting dirt into the traps for the top of highway - There is a balance due us of $57.20.

We dont know whether he is the contractor or was sublet - We have been unable to get in touch with he or the Contractor was.

Kindly advise us when we can get in touch with any of them so we can get the

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Asst. Highway Engineer.

Encl.

A. T. HAINES

HAY, FEED,
GRASS SEED,
WOOD AND ROOFING

WHOLESALE AND RETAIL

MARSHFIELD, ORE.

Money due us otherwise we will have to asked the State or Bonding Co to take care of this -

Thanking you for this information

Yours very truly
A T Haines

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Asst. Highway Engineer.

Encl.

STENCIL NO. [redacted]

141 B

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Oregon F.A.P. 141-B (Emerg.)

Post Office Building
Portland, Oregon.

November 14, 1931.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Asst. Highway Engineer.

Encl.

A4pr5945

Oregon Emergency Federal Aid
Project No. 141, Section B.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 26, 1929, by the State Highway Commission of Oregon, and on October 24, 1929, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on June 10, 1930, by the said State Highway Commission, and on July 18, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 141, Section B, now designated as Oregon Emergency Federal Aid Project No. 141, Section B; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section B to provide for the construction of crushed rock surfacing on the roadway approaches to the bridges, to provide for adjustments in the quantities of a number of items found necessary during the progress of construction work, and to provide for the substitution of contract unit prices for estimated unit prices for the items included in roadway approaches, as indicated in project agreement estimate dated January 19, 1931; and by reason thereof has requested that the estimate of cost approved for said Section B be reduced from $55,941.60 to $53,830.23, and that the Federal funds approved and set aside to the credit of said Section B be reduced from $34,812.45 to $32,239.15; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), be provided to cover the State's share of the cost of construction, eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of thirty-two thousand, two hundred thirty-nine and 15/100 dollars ($32,239.15) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

> "(a) By the State, $5,148.83, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds", together with any additional amount necessary to cover the State's share of the cost of construction, shall be met from State funds in accordance with Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

To Article III shall be added paragraph (c) to read:

> "(c) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement

which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty-two thousand, two hundred thirty-nine and 15/100 dollars ($32,239.15), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-three thousand, eight hundred thirty and 23/100 dollars ($53,830.23), the approved total estimated cost of Section B of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 13th day of October, 1931, and

the Secretary of Agriculture on the 4th day of November, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

136

Oregon Emergency Federal Aid Project No. 141, Section B.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between [redacted] locally known as [redacted] and designated in the records of this Department as Project No. Emergency Federal Aid 141./ Section B, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 53,830.23 In lieu of the $54,812.45 approved by Certificate of July 18, 1930. as the total estimated cost of said project, and the sum of $ 32,239.15/ authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ [redacted] per cent of said total estimated cost.

Done at the city of Washington, this 4th day of November one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Kleinman

Acting Secretary of Agriculture.

[illegible] 8—4330

PR 1413

October 9, 1951

U. S. Fidelity & Guaranty Co.,
C. O. Price, Agent
Porter Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to Saxton & Looney on Contract #1245 for the grade widening and resurfacing of the Lakeside-North Bend Section of the Oregon Coast Highway in Coos County.

This payment will be made on or after October 19, 1951.

We have received notice of the following claim against this project:

Claim of Frank Carter for labor against subcontractor, Bingham - amount not stated;

and you are advised that the State assumes no responsibility for any such claims, should there be any.

For your information, we wish to advise that the total amount paid to Saxton & Looney in connection with this work will be $110,713.07, including the final payment. Of this amount $9,549.26 was for force account.

Kindly acknowledge receipt of this notice.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

#1201

August 27, 1931

141-b

Mr. Hal E. Hoss,
Secretary of State,
Capitol Building.

Attention of Edith Libby.

Dear Sir:

This will acknowledge receipt of your letter of August 25th, enclosing copies of notice of claim filed by Standard Oil Company against Joplin & Elden for petroleum products furnished them in connection with the grading of the Haynes and Larson Sloughs and Russel Point sections of the Coos Bay-Roseburg Highway, in Coos County--State Highway Contract No. 1201.

We are today forwarding a copy of the notice to the contractors, Joplin & Elden, and also a copy to the Metropolitan Casualty Insurance Company of New York, the surety on their bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

August 27, 1931

Metropolitan Casualty Insurance Co.,
Tate, Westenfelder & Berg, Inc.,
Chamber of Commerce Bldg.,
Portland, Oregon.

Gentlemen:

We hand you herewith copy of notice of claim filed on August 25, 1931, in the office of the Secretary of State, by Standard Oil Company against Joplin & Eldon for petroleum products furnished them in connection with the grading of the Haynes and Larson Sloughs and Bassel Point sections of the Coos Bay-Roseburg Highway in Coos County--State Highway Contract No. 1231.

This is for your information as you appear as surety on the bond furnished by Joplin & Eldon in this instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

CC Joplin & Eldon

Secretary of State

C. N. LAUGHRIDGE,
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
AUG 27 1931
OREGON

August 25, 1931

State Highway Commission
Salem, Oregon

Gentlemen: Attention: H. B. Glaisyer, Chief Clerk

This is to advise you that we have received and filed as of this date a notice of claim by the Standard Oil Company for goods, wares and merchandise furnished in the sum of $498.08, against the bond taken from W. T. Joplin and C. J. Eldon, doing business as Joplin and Eldon, principals, and Metropolitan Casualty Insurance Company of New York, surety.

We are enclosing a copy of the notice for your information and files together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract, and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS

Secretary of State.

By Edith Lindsay

EL:L

COPY

To the State of Oregon and
to Hal E. Hoss,
Secretary of State:

NOTICE IS HEREBY GIVEN that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, a corporation, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of $498.08, against the bond taken from W. T. Joplin and C. J. Eldon, co-partners doing business as Joplin & Eldon, principals, and Metropolitan Casualty Insurance Company of New York, surety, for the work of grading 1.29 miles of the Haynes and Larson Sloughs and Russel Point sections of the Coos Bay-Roseburg Highway, in Coos County, Oregon, Oregon State Highway Commission contract No. 1201.

Dated at Medford, Oregon, August 20th, 1951.

STANDARD OIL COMPANY OF CALIFORNIA

By A. P. Johnson

District Sales Manager.

ENDORSED;
File No. 1000
Filed August 25, 1951
HAL E. HOSS, Secretary of State.

Form 30—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTE

Date July 19, 1931 1-41-b, 193...

Job name Lakeside - North Bend

Week from Jul 12 to July 19

Mail address Reedsport

Highway Roosevelt Coast

Telegraph or telephone address "

County Coos Job prefix 6 PR

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

All work on contract completed this week except for using of additional water in maintaining surfacing for oiling work which is to follow immediately.

Like up and send in semi-final estimate. Start checking over notes for final estimate. The final should be ready to send in the latter part of the following week. After the final is completed will have approximately 10 days additional office work on proposed line change from a point approx. 1 mile south of Hauser to Haines Slough.

RECEIVED
JUL 22 1931
GRANTS PASS DIV. OFFICE

(See back of this sheet for instructions and detailed information)

Signed Cecil Gill

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project 7 miles widening

Miles completed 7

Miles completed except finishing .....

Total cubic yards in project 42,700

Cubic yards moved to date 42,700

Miles covered by contractor's forces .....

Miles cross-sectioned All

Miles cross-sections completed and checked All

Miles to be remeasured None

Number men in Engineering Party 1

Contractor's average force for week 4 *men,*
Cat-tumblebug-grader
..... *teams,* ..... *steam shovels*

Grading work will be completed about July 15,1931
Completed

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 13.0 and stock piles

Miles completed 13.0
Stock piles completed

Miles partially done .....

Total cubic yards in project 29,586

Cubic yards produced to date 29,586

Average daily yardage produced this week 0.0

Average daily yardage necessary to complete on time .....

Contractor's average force for week none *men,*

..... *teams,* ..... *trucks*

Project will be completed about Completed July 12, 31

Number of men in Engineering Party Inspector.

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 6 PR *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR(141)B

NITED

State Highway Engineer

July 18, 1931

U.S.Fidelity & Guaranty Co.,
1208 Porter Bldg.,
Portland, Oregon

Attention: C. O. Price

Gentlemen:

Reference is made to your letter of July 14th, re: #59-12-556-30- Tom Lillebo- Contract No.1174, this relating to our contract for the construction of the Larsen Slough bridge near North Bend in Coos county.

As we understand your query, it is as to whether or not we consider force account work performed under our contracts as being within the terms of the contract and covered by the protection of the contract bond, upon which a premium should be paid.

We are not definitely advised as to your practice in collecting premiums on bonds as the payment of such premiums is not a matter in which we are directly interested. We may advise, however, that under the terms of our contracts we consider legitimate force account items connected with the contract as being a part of the contract and as being protected by the contract bond. With special reference to the contract in question, your attention is directed to paragraph 1006 on page 5 of our contract, which reads as follows:

> "The right is reserved, wighout impairing the contract, to order the performance of such work, of a class not contemplated in the proposal, as may be considered necessary to complete fully and satisfactorily the structures included in the contract. Such extra work shall be done by the contractor and he shall be compensated as provided herein."

Whehter or not your agreements with contractors for the payment of premiums include a premium on such force account items is, of course, a matter peculiarly within your own knowledge.

Very truly yours,
J.M.DEVERS

JWD:EH

BY J. W. DE SOUZA

R. HOWARD BLAND, PRESIDENT.

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING

PORTLAND, OREGON.
July 14th, 1931.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: Re: #39-12-556-30 - Tom Lillebo
Contract No. 1174

We wish to thank you for the additional information contained in your favor of July 9th regarding the total amount of the contract in this case.

We have taken this feature up with Mr. Lillebo through our agency at Reedsport, and it is Mr. Lillebo's contention that the additional work performed by him in excess of the contract price of $7498.00 was on force account and was thereby not covered by the contract or the bond of this Company, and that he should not be called upon to pay any additional premium. Of course, if Mr. Lillebo's contention is correct, we are not entitled to any additional premium, but we would like an expression from your as to whether the additional work involved was made a part of the contract and its performance covered by our bond.

Yours very truly,

C O Price

Manager.

COP:CS

RECEIVED
JUL 15 1931
OREGON
STATE HIGHWAY COMMISSION

PR1413

July 9, 1931

United States Fidelity and Guaranty Co.
C. O. Price, Manager
1206 Porter Building
Portland, Oregon

Gentlemen:

Reply is made to your letter of the 6th instant requesting information as to the reason for the increase of the contract amount paid Tom Lillebo in connection with his contract for the construction of the bridge over Larson Slough on the Oregon Coast Highway in Coos County.

Investigation of our records shows the following:

$ 145.02	Repairing old bridge to handle traffic during construction of new bridge at Larson Slough.
$2360.66	Placing steel sheet piling cut-off wall and concrete apron to prevent stream bed erosion at Larson Slough Bridge.
$8156.09	Placing steel sheet piling cut-off wall and concrete apron to prevent stream bed erosion at Haynes Slough Bridge.
$1164.85	Reinforcing supports for tide bar at Haynes Slough Bridge.
$7806.25	Payment and regular contract items including $65.36 for piling cut-off ordered but not used.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HBG:W

R. HOWARD BLAND, PRESIDENT.

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING

PORTLAND, OREGON.

July 6th, 1931.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to your letter of July 1st advising that contract No. 1174 for the construction of a bridge over Larson Slough on the Oregon Coast Highway in Coos County, Oregon, has been completed by the contractor, Tom Lillebo, you state that the total amount paid on this contract will be $19,832.98. Your report to us of November 25, 1930 on our form inquiry states that the contract was then approximately 100% completed and the amount already paid the contractor at that time was $7757.67 - retained percentage held $239.93.

Will you kindly let us know the reason for this large increase in the contract price.

Yours very truly,

C. O. Price

Manager.

CS-

ANSWERED
H. B. G.

RECEIVED
JUL

$145.02 repairing old bridge to handle traffic during construction of new bridge at Lucas Run Bridge.

$2360.66 Placing steel sheet piling and driving piles for protection to pavement at two places on Lucas Run bridge

$1164.85 Furnishing supports for temporary bridge at Hayes Run bridge

$6156.09 Placing steel sheet piling and driving piles for protection to pavement at two places on Hayes Run steel bridge

7806.25 Payment on regular contract items including $65.36 for piling ordered but not used.

#1201
Coos Co
PR 141B

January 24, 1931

Metropolitan Casualty Insurance Co.
Pete, Westenfelder & Berg, Agents
Chamber of Commerce Building
Portland, Oregon

Gentlemen:

This letter is to inform you, as surety on the bond furnished by Joplin & Elden in connection with the contract awarded to them by the State Highway Commission for the grading of the Haines Slough, Larson Slough and Russell Point Section of the Roosevelt Highway in Coos County, that we have today received information from Kruse & Banks Shipbuilding Co., Inc. of North Bend, to the effect that they haves claim against Joplin & Elden in the sum of $801.21 for the rental of barges for the transporting of rock from the Coos River quarry to the job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBDisS

cc Joplin & Elden

January 24, 1931

Kruse & Banks Shipbuilding Co., Inc.
North Bend, Oregon

Attention: H. G. Huntley,
Sec.-Treas.

Gentlemen:

Replying to your letter of the 22nd instant in which you advise us that you have a claim in the sum of $801.21 against Joplin & Elden, wish to say that final payment has been made to Joplin & Elden for the work that they did for the State Highway Commission and we no longer have any moneys in our hands due this contractor.

The protection offered you for your claim is the bond furnished by Joplin & Elden in connection with this particular contract which, we might state, is State Highway Contract no. 1201 for the grading of the Haines Slough-Larson Slough and Russell Point Section of the Roosevelt Coast Highway in Coos County. This bond was written by the Metropolitan Casualty & Insurance Co. of New York, for whom Tate, Westenfelder & Berg are local agents, with offices in the Chamber of Commerce Building, Portland.

We would suggest that you take the matter up with the agents of the bonding company and if you secure no satisfaction by so doing, then you still have recourse to action in the courts against this bond and should file notice of your claim with the Secretary of State, in accordance with the provisions of Section 2991 of the Oregon Laws for 1920.

According to our records this contract was comp. by the contractor on November 6, 1930. Your notice should be with the Secretary of State prior to the expiration of a perio: of one year from this date in order to hold the bond liable after the expiration of this one year period.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S

Secretary

#1201

K. V. KRUSE, VICE-PRESIDENT

H. G. HUNTLEY, SECY-TREAS.

Coos Co

TELEPHONE 1801

KRUSE & BANKS SHIPBUILDING CO., INC.

BUILDERS AND DESIGNERS
ALL CLASSES OF WOODEN VESSELS
SPAR MAKING AND REPAIRING

PLANING MILL, INTERIOR FINISH
WINDOW FRAMES, MILL WORK

NORTH BEND, OREGON,

BARGES RENTED, BUILT
AND REPAIRED

January 22nd, 1931

Oregon State Highway Dept.,
Salem, Oregon,

Gentlemen:-

We have a claim amounting to $801.21 against Joplin & Eldon, contractors who had the job of rip rapping a piece of road just North of Glasgow ferry near this city, and we have been unable to make collection of this claim from the contractors, and are writing you to find out the name of their bonding company and whether or not they have been paid in full on their contract. Any other information which you may be able to give us in the matter will be appreciated.

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS OR OTHER CAUSES BEYOND OUR CONTROL.

Yours very truly,

KRUSE & BANKS SHIPBUILDING CO INC

H G Schmidty
Secretary-Treasurer

ANSWERED
H. B. G.

P. S. The above claim covers rental of barges for transporting rock from Coos River quarry to the job.

Hughes + Lawson - Sturgis + Russell Joint Section
Contract Completed Nov-6, 1930
Final payment to be made

RECEIVED
JAN 23 1931
OREGON
STATE

PR141D

January 22, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of substitute estimate for vouchering for the Larson Slough-Haynes Slough Section, Project No. 141-D.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prahart,
Office Engineer.

Dict. by J. W. Nash/EH.

encl.

Oregon State Highway Department — Project No. 141-B

LARSON SLOUGH-HAYNES SLOUGH SECTION

OF THE ROOSEVELT COAST HIGHWAY IN COOS COUNTY

(Substitute estimate for renumbering. Based on low bid prices.)

Salem, Oregon, January 19, 1931.

LARSON SLOUGH UNIT

Structures

330 cu. yds.	Excavation	$1.50	$ 495.00
600 cub. yds.	Creosoted Douglas Fir Piling	1.20	720.00
45 M-FBM	" " " Lumber	100.00	4,450.00
4 M-FBM	Port Orford Cedar Lumber	55.00	220.00
28 lin. ft.	Truss Span Superstructure	18.00	504.00
	Sub-total		$7,498.00
	10% Engr. and Cont.		749.80
	Total		$8,247.80

Roadway Approaches - Grading

All Required	Clearing and Grubbing		$ 206.25
25,700 cu. yds.	Excavation, Single Classification	0.25	6,425.00
64,000 yd. sta.	Overhaul	0.02	1,280.00
1,000 yd. mi.	Truck Haul	0.24	240.00
60 lin. ft.	12" Concrete Culvert Pipe	1.40	84.00
440 cu. yds.	Rip rap	3.50	1,540.00
	Sub-total		$ 12,315.25
	10% Engr. and Cont.		1,231.52
	Total		$ 13,550.05

Surfacing

730 cu. yds.	Sub-base Course Surfacing	3.05	$ 2,226.50
300 cu. yds.	Base Course Surfacing	3.05	915.00
150 cu. yds.	Top Course Surfacing	3.10	465.00
230 cu. yds.	Earth Filler	0.35	80.50
480 yd. mi.	Filler Haul	0.18	82.80
60 M-Gals.	Sprinkling	2.50	150.00
	Sub-total		$ 3,857.80
	10% Engr. & Cont.		385.78
	Total		$ 4,243.58

Larson Slough Bridge

Structures

700 lin. ft.	Creosoted Douglas Fir Piling	$ 1.61	$1,207.80
18 M-FBM	Untreated Lumber and Timber	47.00	782.00
48 M-FBM	Creosoted Lumber	97.00	4,656.00
29 lin. ft.	Trestle Superstructure	12.50	362.50
	Sub-total		$ 6,970.00
	10% Engr. & Cont.		697.00
	Total		$ 7,675.00

Roadway Approaches - Grading

All Required	Clearing and Grubbing		$ 880.55
23,800 cu. yds.	Excavation, Single Classification		
48,000 yd. stas.	Overhaul	0.22	7,896.00
7,100 yd. mi.	Truck Haul	0.02	280.00
440 cu. yds.	Riprap	0.24	1,704.00
		3.50	1,540.00
	Subtotal		$ 12,780.55
	10% Engr. & Cont.		1,278.06
	Total		$ 14,058.98

Surfacing

1,300 cu. yds.	Sub-base Course Surfacing	3.05	$ 3,965.00
300 cu. yds.	Base course Surfacing	3.05	915.00
150 cu. yds.	Top Course Surfacing	3.10	405.00
170 cu. yds.	Filler	0.35	59.50
340 cu. yds.	Filler Haul	0.18	61.20
40 M-Gals.	Sprinkling	2.50	100.00
	Sub-total		$ 5,505.70
	10% Engr. & Cont.		550.57
	Total		$ 6,054.07
	Sub-total (all work)		$ 48,938.58
	10% Engr. & Cont.		4,893.85
	Total (all work)		$ 53,830.43

Length of Larson Slough Bridge .006 miles
Length of Larson Slough Approaches .375 miles

Total length of Larson Slough Unit .381 miles

Length of Haynes Slough Bridge	.008 miles
Length of Haynes Slough Approaches	.452 "
Total length, Haynes Slough Unit	.437 miles
Total length of Project	1.016 miles

Federal Aid requested as per project agreement of May 2, 1930 - $34,812.45

PR141B

January 22, 1931.

Mr. Chris Beeson,
Hall Building,
Marshfield, Oregon.

Dear Sir:

In compliance with the request contained in your letter of January 21st, we are today mailing to you a copy of our contract with Joplin & Eldon for the grading of the Haynes Slough-Larson Slough and Russell Point Units of the Roosevelt Coast Highway in Coos County.

Whether or not Joplin & Eldon had the right to close the highway at the point which is referred to in your letter would seem to depend upon the circumstances and conditions existing at the particular time and place. A contractor cannot close a highway to traffic for an indefinite period without the consent and approval of the resident engineer. It is customary, however, to allow contractors to block or close short units of highway for periods of short duration whenever such blocking or closing of the highway is necessary in connection with the practical performance of the work to be done, and it is customary to allow contractors to close units of highway to traffic for periods of greater length whenever he provides suitable and satisfactory detours around the unit of highway involved.

The provisions of the contract which relate directly to the matter of providing for traffic and the closing or blockading of the highway appear on pages 11 and 12 of the contract form.

It is possible that our Resident Engineer, Mr. Paul Van Scoy, at Coquille, could provide you with information as to the manner in which traffic was handled at the point to which your letter refers, and as to the conditions that obtained at the particular time with which you are concerned.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:MR

CHRIS. BOESEN

LAW OFFICES OF
GILES AND BOESEN
HALL BUILDING
MARSHFIELD, OREGON

January 21, 1931.

State Highway Commission,
Salem, Oregon.

Gentlemen:

During last October and November, perhaps longer, the firm of Joplin and Elden of Portland was engaged in highway construction work on the Reedsport-North Bend highway about three miles East of the North Bend ferry, on Larson Inlet in Coos County; the construction, we believe, being under contract with the State of Oregon. The construction was of a new fill across Larson Inlet, ultimately to take the place of a bridge which had theretofore been across the inlet.

In the early part of November Joplin and Elden were engaged in transporting rock across the bridge, which was travelled by the general public, to the fill they were constructing. One of the employees of Joplin and Elden was injured on the bridge by a third party driving a truck on the highway.

We are representing the injured man, and for the purpose of our case we should like to know whether Joplin and Elden, under their contract with the state, had the right to close the highway at this point--e.i., the bridge--so as to exclude travel by the public.

If you would care to furnish us with a copy of that contract, we should be glad to pay you therefor. Any information you can give us in this regard will be greatly appreciated.

Yours truly,

GILES AND BOESEN

By Chris Boesen

CB:PT

#1201-

FR 141B

Jan. 16, 1931.

Hauser Construction Company,
Portland, Oregon.

Gentlemen: Attention: Mr. Charles L. Butler

Reference is made to your letter of January 10th in regard to the quantities of rip rap rock used in connection with the Joplin & Elden contract for the grading of the Haynes Slough-Larson Slough and Russell Point Sections of the Roosevelt Coast Highway.

The quantity of rock used as measured loose on the scows or barges on which the rock was transported was 1,393.8 cubic yards. Our contract with Joplin & Elden provided, however, that payment to them for rip rap would be based upon measurement of the material "in place." As it was found impracticable to actually measure the materials "in place," it was agreed with the contractor that the "in place" quantities would be assumed to be 85 per cent of the quantity as measured loose on the scows. Accordingly, the allowance to Joplin & Elden for rip rap has been 85 per cent of 1,393.8 cubic yards, or 1,184.7 cubic yards.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:HR

Hauser Construction Company

GENERAL CONTRACTORS
ENGINEERS
Portland, Oregon

January 10, 1931.

Mr. Roy A Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

In October last,our company furnished Joplin & Eldon with rip-rap rock which was used in connection with some work they were doing for the commission.

Measurement for the rock was left to Resident Engineer,Paul Van Scoy and we have a letter from Mr. Van Scoy advising there were 1393.8 cu. yds. of rock for rip-rap loose measure shown on the final estimate for Joplin & Eldon.

Since receipt of this letter Joplin & Eldon showed us a final estimate which contains 1184.7 cu. yds.

Will you kindly advise the correct quantities as are shown on the last final estimate, and oblige,

Yours very truly,

Hauser Construction Co,

By Chas L Butler.

CLB-K

OREGON STATE HIGHWAY DEPARTMENT

PR 1418

January 6, 1951

Saxton & Looney
Corvallis, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grade widening and resurfacing of the Lakeside-North Bend Section of the Roosevelt Coast Highway in Coos County, Oregon.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW
Inc.

OREGON STATE HIGHWAY DEPARTMENT

PR 141B

FIELD ENGINEER'S WEEKLY REPORT

NOTED

Date Jan 3 1931

Job Name Lakeside - North Bend Week from Dec. 27-30 to 1-3-31

Mail Address Reedsport

Highway Roosevelt Coast Telegraph or Telephone Address "

County Coos Job Prefix 6 CR Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party run levels and take topog over proposed line change between mile posts 249.8 and 251.2

Contractor started clearing of R. of W. between Hauser and Saunders Lake, on the 29th. Started with crew of 6 men but increased to 16 on the 2nd the new men coming from Marshfield and North Bend and being recomended by the unemployment committees.

No grading or graveling operations started yet.

JAN 5 1931

Signed Cecil Gale

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total miles [illegible] to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time in each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR 141 B

December 4, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying specifications and five proposal forms covering the Larson Slough-Haines Slough Section, Project No. 141-B. Five blueprint copies of Sheet No. 2 of the plans, which has been revised to show the surfacing quantities and typical cross section, are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/KR.

encl.

Oregon State Highway Department — Project No. 141-B

LARSON SLOUGH-HAYNES SLOUGH SECTION

OF THE ROOSEVELT COAST HIGHWAY IN COOS COUNTY

(Estimate with specifications. Not as basis for substitute estimate for [illegible])

Salem, Oregon, December 4, 1950.

LARSON SLOUGH UNIT

Structure

[illegible] cu. yds.	Excavation	$ 1.80	$ [illegible]
[illegible] lin. ft.	Creosoted Douglas Fir Piling	1.80	[illegible]
[illegible] M-FBM	" " " Lumber	105.00	[illegible]
4 M-FBM	Port Orford Cedar Lumber	65.00	260.00
28 lin. ft.	Trestle Superstructure	18.00	[illegible]
			$ 7,408.00

Roadway Approaches - Grading

All Required	Clearing and Grubbing		[illegible]
28,700 cu. yds.	Excavation, Single Classification	.25	[illegible]
64,800 yd. stas.	Overhaul	.02	1,296.00
1,900 yd. mi.	Truck Haul	.24	456.00
60 lin. ft.	18" Culvert Pipe	1.40	84.00
440 cu. yds.	Riprap	3.50	1,540.00
			$ 12,018.25

Surfacing

730 cu. yds.	Subbase Course Surfacing	2.80	2,044.00
300 cu. yds.	Base Course Surfacing	2.80	840.00
130 cu. yds.	Top Course Surfacing	2.80	364.00
230 cu. yds.	Earth Filler	0.30	69.00
460 yd. mi.	Filler Haul	0.20	92.00
60 M-Gals.	Sprinkling	2.50	150.00
			$ 3,559.00

HAYNES SLOUGH BRIDGE

Structure

780 lin. ft.	Creosoted Douglas Fir Piling	1.61	$ 1,207.50
16 M-FBM	Untreated Lumber and Timber	47.00	752.00
42 M-FBM	Creosoted Lumber	97.00	4,074.00
28 lin. ft.	Trestle Superstructure	18.50	518.50
			$ 6,552.00

Roadway Approaches - Grading

All Required	Clearing and Grubbing		$ 600.00
28,800 cu. yds.	Excavation, Single Classification	$ 0.25	7,200.00
48,000 yd. stas.	Overhaul	0.02	960.00
7,100 yd. mi.	Truck Haul	0.24	1,704.00
440 cu. yds.	Riprap	3.50	1,540.00
			$ 12,780.00

Surfacing

1,800 cu. yds.	Sub-base Course Surfacing	2.80	5,040.00
300 cu. yds.	Base " "	2.80	840.00
130 cu. yds.	Top " "	2.80	364.00
170 cu. yds.	Filler	0.30	51.00
340 cu. yds.	Filler Haul	0.20	68.00
40 M-Gals.	Sprinkling	2.50	100.00
			$ 5,063.00

Sub-total	$ 48,197.08
10% Engr. & Cont.	4,819.70
Total	$ 53,016.78

Length of Larson Slough Bridge .006 miles
Length of Larson Slough Approaches .575 miles

Total length, Larson Slough Unit .581 miles

Length of Haynes Slough Bridge .005 miles
Length of Haynes Slough Approaches .432 miles

Total length, Haynes Slough Unit .437 miles

Total length of project 1.018 miles
Federal aid requested, as per agreement estimate of May 5, 1930, - $ 34,812.45.

Form 80—E-17100—2M—4-30

OREGON STATE HIGHWAY DEPARTMENT NOTED PK 1416

Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date Nov 13/1930, 193....

Job name Haynes ,Larson,and Russell Point Units.

Week from Nov 2 to Nov6(Complete)

Mail address Coquille Ore

Highway Roosevelt Coast

Telegraph or telephone address "

County Coos Job prefix 6 PP

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Job all complete on Nov 6th /1930.

RECEIVED
NOV 17 1930
GRANTS PASS DIV. OFFICE

(See back of this sheet for instructions and detailed information.)

Signed Paul Van Scoy

Title Engr

GRADING CONSTRUCTION

Total miles of grading in project 1.29

Miles completed 1.29

Miles completed except finishing all

Total cubic yards in project 68505

Cubic yards moved to date 68505

Miles covered by contractor's forces all

Miles cross-sectioned all

Miles cross-sections completed and checked all

Miles to be remeasured none

Number men in Engineering Party 3 part time

Contractor's average force for week 13 *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about Nov 6 1930
Completed

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR#

PR 141B

October 22, 1930.

Mr. Paul Van Scoy,
Resident Engineer,
Oregon State Highway Dept.,
Coquille, Oregon.

Dear Sir:

Mr. Chandler has referred to us your letter of October 17th relative to the measurement of riprap material being furnished in connection with the grading work at Haines Slough-Larson Slough and Russell Point.

The standard specification for riprap is so specific as to the manner in which the pay quantities are to be computed when the rock is measured loose, that we do not see how it can very well be deviated from. We are, therefore, allowing payment on the basis of 70 per cent of the scow measurement.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc to W. E. Chandler

Coquille Ore Oct 17/30

File PRL
141B 141C

Mr W.E.Chandler,
Div.Engr.

Dear Sir-

I enclose estimate #4 on the Haynes,Larson,and Russell Point job.

The riprap was measured by crossection of the material as it was placed on the scows.It was placed on the scows as compact as possible,and as the material was well graded from large to small,I doubt if there is much difference in yardage from the scow measurement and the measurement in place(if this were possible). Now on page 88 of the specifications it says that 70% of the material of the material as measured loose,shall constitute the yardage as placed.I had supposed that this loose measure item was to take care of truck measurement,but the contract does not say so.

If the Salem office decides to change this they may do so by taking 70% of my quantities as shown on the estimate,as I have shown the actual measurements as crossectioned on the scows.

Respy,

Paul Van Scoy
Res.Engr.

Returned to Mr. Klein

Mr. Klein

In use my judgment that the item mentions above should be 70%.

Allow 70% of above quantities in specifications.
Instructions given.
Inspt.

#1201

RR 141B

August 22, 1930

Metropolitan Casualty Insurance Co.
Tate, Westenfelder & Berg, Agents
Chamber of Commerce Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from Mr. C. M. Cormer of North Bend Oregon in which he advises us of his claim against Tayler Brothers, who it appears are doing trucking work for Joplin & Elden in connection with their Haines Slough, Larsen Slough and Russell Point job on the Roosevelt Coast Highway in Coos County.

This information is given you as you appear as surety on the bond furnished by Joplin & Elden in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

cc-Joplin & Elden

August 22, 1930

C. M. Cormer
Box 172
North Bend, Oregon

Dear Sirs

We acknowledge receipt of your letter of the 19th instant advising us of your claim against Taylor Brothers in the sum of $184.10. We note that Taylor Brothers are doing trucking work for Joplin & Eldon in connection with their contract for the construction of the Haines Slough, Larson Slough and Russell Point Sections of the Roosevelt Coast Highway in Coos County, State Highway Contract no. 1201.

We have no dealings with subcontractors on state highway construction work, but hold the original contractor responsible and liable for all matters, including that of claims. We would suggest that you take the matter up with Joplin & Eldon, whose address is 302 Couch Building, Portland. Also take it up with the surety on the bond who, in this instance, is the Metropolitan Casualty Insurance Company of New York, Tate, Westenfelder & Berg, agents, Chamber of Commerce Building, Portland. If you do not secure satisfaction by so doing, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State, in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S

Stray Inn
MRS. E. C. COLEMAN
GLASGOW LANDING
NORTH BEND, OREGON

Nth Bend Ore
Aug 18—30

Hotel Hayhoney Comm

Portland Ore

Dear Sirs:

I hold a bill against Taylor Bus Trucks drivers (for Board + Room) who were on the Joplin Job at Larsen + Hayes Grist Job North of Nth Bend Ore.

Nothing has been heard from them since the trucks have been taken off.

The Bill total 184.00 Same too been sent to Taylor Bus Partners

Would you please call their attention to the fact that they are yet unpaid.

These Bill cover Board + Room + Etc from 7/16 to 8/14

Resp
C. M. Conner

B/172

ANSWERED
I. B.

Don

ULTURE

st Office Building
rtland, Oregon.
Aug. 4, 1930

les an executed copy

ment and certificate

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 141-B

Post Office Building
Portland, Oregon.

Aug. 4, 1930

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By H. Bousfield
H. J. Canfield
Highway Engineer.

Encl.

RECEIVED
AUG 1930

Don

Agr. 5745 B.

Oregon Federal Aid Project No. 141, Section B.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 26, 1929, by the State Highway Commission of Oregon, and on October 24, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 141, Section B; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved therefor to provide for the construction of graded earth road approaches to the bridge, and for the construction of an additional bridge of more than 20 ft. clear span, and graded earth road approaches thereto, over Larson Slough, thereby increasing the length of said Section B from 0.005 of a mile to 1.018 miles; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from $7,675.60 to $55,941.60, and that the Federal funds approved and set aside to the credit of said Section B be increased from $4,776.65 to $34,812.45:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of thirty-four thousand, eight hundred twelve and 45/100 dollars ($34,812.45) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

"Article II. This agreement covers the following bridges and approaches as described in detail in said surveys, plans, and specifications:

Two bridges and approaches thereto, across Haynes Slough and Larson Slough, between survey stations 143+80 in the S.½ of Sec.25, T.24 S., R.13 W., and survey sta. 197+50 in the S.E.¼ of Sec. 24, T.24 S., R.13 W., terminal points, a distance of 1.018 miles, known locally as the Roosevelt Coast Highway between Hebo and Coos Bay, Coos County, consisting of two bridges of more than 20 ft. clear span, and approaches thereto, only."

Paragraph (b) of Article III shall read:

"(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the roadway approaches to the bridges involved in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty-four thousand, eight hundred twelve and 45/100 dollars ($34,812.45), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-five thousand, nine hundred forty-one and 60/100 dollars ($55,941.60), the approved total estimated cost of Section B of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

"The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 10th day of June, 1930, and the Secretary of Agriculture on the 18th day of July, 1930.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzer
Chairman, State Highway Commission

By C H Stadter
Member, State Highway Commission

By _____
Member, State Highway Commission

R. Y. Stuart
Acting Secretary of Agriculture

Oregon 141, Section B.

Form PR. 3—Revised

B-

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of [redacted] two bridges and approaches thereto, across Haynes Slough and Larson Slough, between survey stations 143+80 in the S.½ of Sec. 25, T.24 S., R.13 W., and survey station 197+50 in the S.E.¼ of Sec. 24, T.24 S., R.13 W., locally known as the Roosevelt Coast Highway between Hebo and Coos Bay, Coos County, Section B of designated in the records of this Department as Project No. 141, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 55,941.60 in lieu of Section B of the $4,776.65 approved by Certificate of Oct. 24, 1929, as the total estimated cost of said project, and the sum of $ 34,812.45 as the share of the United States, payable under said acts on account of Section B of such project, which does not exceed authorized Federal pro rata share the [redacted] of said total estimated cost.

Done at the city of Washington, this 18th day of July one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

[redacted] 8—4880

CWB

R. M. Evans
Acting Secretary of Agriculture.

PR 141-B.

July 22, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of the revised estimate for the Larson Slough-Haynes Slough Section, Project 141-B. This estimate is based on contract prices for the grading of the roadway approaches for the structures and is a substitute estimate for the one dated May 3rd and previously submitted. However, for the reason that this estimate shows a considerable reduction over the previous one, it has occurred to us that, if it is possible, a modification of the project agreement should be made with this estimate as a basis, and those releasing the excess funds for other projects.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/er.
encl.

Oregon State Highway Department — Project No. 141-B

LARSON SLOUGH-HAYES SLOUGH SECTION

OF THE ROOSEVELT COAST HIGHWAY IN COOS COUNTY

(Substitute Estimate for Vouchering. Based on Low Bid Prices)

Salem, Oregon, July 12, 1930.

LARSON SLOUGH UNIT

Structure

330 cu. yds.	Excavation	$1.50	$495.00
680 lin. ft.	Creosoted Douglas Fir Piling	1.80	780.00
53 M-FBM	" " " Lumber	105.00	5,456.00
4 M-FBM	Port Orford Cedar Lumber	65.00	260.00
28 lin. ft.	Trestle Superstructure	18.00	504.00
			$ 7,495.00

Roadway Approaches

All Required	Clearing and Grubbing		906.25
28,700 cu. yds.	Excavation Single Classification	0.35	8,036.00
84,800 yds. stn.	Overhaul	0.03	1,296.00
1,900 yds. mi.	Trunk Haul	0.24	456.00
60 lin. ft.	18" Concrete Pipe	1.40	84.00
440 cu. yds.	Rip Rap	3.50	1,540.00
			$12,315.25

HAYES SLOUGH BRIDGE

Structure

750 lin. ft.	Creosoted Douglas Fir Piling	1.61	1,207.50
16 M-FBM	Untreated Lumber and Timber	47.00	752.00
48 M-FBM	Creosoted Lumber	97.00	4,656.00
29 lin. ft.	Trestle Superstructure	12.50	362.50
			$ 6,978.

Roadway Approaches

All Required	Clearing and Grubbing		630.85
33,200 cu. yds.	Excavation Single Classification	0.23	7,636.00
48,000 yds. stn.	Overhaul	0.02	960.00
7,100 yds. mi.	Trunk Haul	0.24	1,704.00
440 cu. yds.	Rip Rap	3.50	1,540.00
			$ 12,730.85

Sub-total	$ 39,375.00
10% Engr. & Cont.	3,937.50
Total.....	$ 43,312.50

Length of Larsen Slough Bridge	0.006 miles
Length of Larsen Slough Approaches	0.275 miles
Total length, Larsen Slough Unit	0.281 miles
Length of Haynes Slough Bridge	0.005 miles
Length of Haynes Slough Approaches	0.452 miles
Total length Haynes Slough Unit	0.457 miles
Total length of project	1.018 miles

State Funds Available	$16,442.26	
Federal Aid Requested	27,090.32	(62.2%)
	$43,532.58	

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1929.

State Funds for Maintenance: Chapter 41, Laws 1937.

COMMISSIONERS
R. S. VAN DUZER, CHAIRMAN, PORTLAND
[illegible]
ROBERT W. SAWYER, BEND

PR 1-47B

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM E CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

July 1, 1930

Joplin & Elden
314 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract no. 1201 which was awarded to you by the State Highway Commission at its meeting on June26, covering the grading of the Haynes Slough, Larson Slough and Russell Point Units of the Roosevelt Coast Highway in Coos County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission? When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 9 of the contract relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

FORM 23 5-15307 1000 5-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 1413

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

June 20th
1 9 3 0

JUN 21 1930
OREGON

Mr. Roy A. Klein
State Highway Engr.
Salem, Oregon.

Dear Sir:-

Following is estimate for comparison of bids on the Hynes Slough, Larson Slough and Russell Point grading units:

Clearing and Grubbing, all required	$500.00
Excavation, final classification, 75,000 c.y. @ $0.40	30,000.00
Overhaul, 120,000 s. st. @ $0.03	3,600.00
Truck haul, 11,000 s. mi. @ $0.25	2,750.00
Rip rap, 1,100 c. yds. @ $2.50	2,750.00
12-inch concrete culvert pipe, 200 lin. ft. @ $2.00	400.00
	40,000.00
Est. force account	5,000.00
	45,000.00
Misc.	4,500.00
TOTAL - - -	$49,500.00

Yours truly,

WEC/F

Division Engr.

LEP

OK - 141-B

May 6, 1930.

Mr. W. M. Lynch,
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement covering the Lawson Slough-Haynes Slough Section, Project No. 141-B.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP

Enclosures

Oregon State Highway Department — Project No. 141-B

LARSON SLOUGH-HAYNES SLOUGH SECTION OF THE ROOSEVELT COAST HIGHWAY

IN COOS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices for structures and estimated prices for roadway approaches.)

Salem, Oregon, May 3, 1930.

LARSON SLOUGH UNIT

Structure

330 cu.yds	Excavation	1.50	Low Bid		$ 495.00
660 lin.ft	Creo. Douglas Fir Piling	1.20	"		792.00
83 M-FBM	" " " Lbr.	105.00	"		8,452.00
4 M-FBM	Part Orford Cedar Lbr.	65.00			260.00
28 lin.ft	Tr. Superstructure	18.00			504.00
					$ 7,496.00

Roadway Approaches

All Required	Clearing & Grubbing		Est.		$ 800.00
25,000 cu.yds	Excav. Single Classif.	.80	"		12,500.00
2,000 yd.sta.	Truck Haul	.30	"		600.00
60 lin.ft	18" Culvert Pipe	1.50	"		90.00
900 cu.yds	Rip Rap	3.50	"		3,150.00
					$ 16,840.00

HAYNES SLOUGH UNIT

Structure

750 lin.ft	Creo. Douglas Fir Piling	1.61	Low Bid		$ 1,207.50
16 M-FBM	Untreated Lumber and Tbr.	47.00	"		752.00
48 M-FBM	Creosoted Lumber	97.00	"		4,656.00
29 lin.ft	Tr. Superstructure	12.50	"		362.50
					$ 6,978.00

Roadway Approaches

All Required	Clearing & Grubbing	.50	Est.		$ 800.00
25,000 cu.yds	Excav. Single Classif.	.50	"		12,500.00
45,000 yd.sta.	Overhaul	.03	"		1,350.00
6,000 yd.mi.	Truck Haul	.30	"		1,800.00
900 cu.yds	Rip Rap	3.50	"		3,150.00
					$ 19,600.00
	Sub-total				$ 43,418.00
	10% Engr. & Cont.				5,085.00
	Total				$ 48,503.00

Length of Lorenz Slough Bridge	0.036 miles	
" " " Appro.	0.575 "	
Total Length, Lorenz Slough Unit	0.581 "	
Length of Haynes Slough Bridge	0.005 miles	
" " " Rdway Appro.	0.432 "	
Total Length, Haynes Slough Unit	0.437 "	
Total Length of Project	1.018 miles	

State Funds Available	$21,129.18	
Federal Aid Requested	34,812.45	(62.23%)
	$55,941.80	

State Funds for Construction - Chapter 175, Laws 1917; Chapter 31, Laws 1920.
" " " Maintenance - Maintenance, Chapter 41, Laws 1927.

PP/47B

UNITED STATES FIDELITY AND GUARANTY COMPANY

April 21, 1930

Tom Lillebo
Reedsport, Oregon

Dear Sir:

Herewith, for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Larsen Slough near North Bend on the Roosevelt Coast Highway in Coos County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S
Enc.

H. B. Glaisyer
Chief Clerk

PR 141B

PORTLAND 104 9-16-29 5M

R. HOWARD BLAND, PRESIDENT

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1208 PORTER BUILDING

83 6TH STREET

BROADWAY 2830

WALTER F. CLINE
ASSISTANT MANAGER

R. B. NASON
ATTORNEY

PORTLAND, OREGON.

April 12th, 1930.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Re: Tom Lillebo
Contract #1174

Supplementing our letter to you of April 10th, we have received the additional three copies of the above contract. We have executed the bond form and are sending these copies to you under separate cover.

Yours very truly,

C. O. Price

Manager.

COP:CS

STANLEY D. CHAPIN, PRESIDENT — H. L. CHAPIN, SECRETARY-TREASURER

CHAPIN INVESTMENT COMPANY

INCORPORATED

INSURANCE-LOANS-REAL ESTATE

REEDSPORT, OREGON

FR 141 B

April 11th, 1930.

Mr. H. B. Glaisyer, Chief Clerk
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We refer to your letter of April 10th regarding Mr. Tom Lillebo contracts.

We are sending this date the other three copies to the bonding company at Portland for completion of bond, with instructions that they be forwarded to you. We have secured Mr. Lillebo's signature to the bond on all copies.

Regretting the inconvenience and delay caused, and trusting you may find all in order, we remain

Yours very truly,
CHAPIN INVESTMENT COMPANY

By Stanley D. Chapin Pres.

SDC:AP

PR 141 B

PORTLAND 104 9-16-29 SM

R. HOWARD BLAND, PRESIDENT

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

WALTER F. CLINE
ASSISTANT MANAGER

C. O. PRICE, MANAGER
1208 PORTER BUILDING
83 6TH STREET
BROADWAY 2830

R. B. NASON
ATTORNEY

PORTLAND. OREGON.

April 10th, 1930.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We enclose herewith one copy of specifications and contract agreement for contract No. 1174 awarded to Tom Lillebo, for the construction of a bridge over Larson Slough near North Bend.

Mr. Lillebo send us but one copy for execution. We presume it was issued by you in quadruplicate and upon receipt of the other three copies we will execute the bond form and forward to you.

Yours very truly,

Manager.

COP:CS

PR 1413

April 10, 1930

Chapin Investment Company
Reedsport, Oregon

Gentlemen:

We are returning to you today by express the three copies of specification and contract agreement covering the construction of the Larson Slough Bridge which was awarded to Mr. Lillebo. It is noted that none of these copies have been executed as to bond as was requested in our previous letter.

Please have Mr. Lillebo sign all three copies on page 184 and when this is done the United States Fidelity & Guaranty Company, whom you state are writing this bond, should sign them all as surety. When this is done all four copies of the contract should be returned to this office for completion by the Highway Commission.

You will understand from the above that our requirements are that all copies of the contract be signed by Mr. Lillebo and the surety company and returned to this office.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaigyer
Chief Clerk

HBG:S

cc Tom Lillebo
Reedsport, Ore.

H. L. CHAPIN, SECRETARY-TREASURER

CHAPIN INVESTMENT COMPANY

INCORPORATED

INSURANCE-LOANS-REAL ESTATE

REEDSPORT, OREGON

April 9th, 1930.

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H.B. Glaisyer,
Chief Clerk

Gentlemen:

We refer to your letter of April 8th addressed to Mr. Tom Lillebo, Reedsport, Oregon.

In accordance with Mr. Lillebo's instructions we are returning three copies of specifications and contract agreement for state highway bridge construction over Larson Slough, after the same have been duly signed by him. The fourth copy we have forwarded to the Portland office of the United States Fidelity & Guaranty Company for completion of the bond with request that they forward this copy on to you.

Trusting you may find all in order, we remain

Yours very truly,
CHAPIN INVESTMENT COMPANY

SDC:AP

By Stanley D. Chapin Pres.

ANSWERED
H. B. G.

PR-141-B

March 25, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans covering the Larson Slough-Haynes Slough Section, Project No. 141-B.

Five blue print sets of plans and one set of original cross-sections for the roadway approaches are being sent under separate cover.

Very truly yours.

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Enclosures.

Oregon State Highway Department

Project No. 141-B

LARSON SLOUGH-HAYNES SLOUGH SECTION OF THE ROOSEVELT COAST HIGHWAY

IN COOS COUNTY

(Estimate with plans. Not as basis for modified agreement)

Salem, Oregon, March 25, 1930.

Larson Slough Unit: - Structure

330 cu.yds	Excavation	3.00	$ 990.00
650 lin.ft	Creosoted Douglas Fir Piling	1.20	788.00
53 M-FBM	Creosoted Douglas Fir Lumber	100.00	5,300.00
4.0 M-FBM	Part Orford Cedar Lumber	65.00	260.00
28 lin.ft	Trestle Superstructure	16.00	448.00
			$ 7,778.00

Roadway Approaches

All Required	Clearing & Grubbing		$ 500.00
25,000 cu.yds	Excavation, Single Classif.	.50	12,500.00
2,000 yd.mi.	Truck Haul	.30	600.00
60 lin.ft	12" Culvert Pipe	1.50	90.00
900 cu.yds	Rip Rap	3.50	3,150.00
			$16,840.00

Haynes Slough Unit: - Structure

750 lin.ft	Creosoted Douglas Fir Piling	1.61	$ 1,207.50
16 M-FBM	Untreated Lumber and Timber	47.00	752.00
48 M-FBM	Creosoted Lumber	97.00	4,656.00
29 lin.ft	Trestle Superstructure	12.50	362.50
			$ 6,978.00

Roadway Approaches

All Required	Clearing and Grubbing		$ 800.00
25,000 cu.yds	Excavation, Single Classif.	.50	12500.00
43,000 yd.sta.	Overhaul	.03	1,290.00
6,000 yd.mi.	Truck Haul	.30	1,800.00
900 cu.yds	Rip Rap	3.50	3,150.00
			$19,540.00

Sub-total	$51,136.00
10% Engr. & Cont.	5,113.00
Total	$56,249.00

Length of Larsen Slough Bridge	-	0.006 Miles
" " " Roadway Apprs.		0.575 "
Total length, Larsen Slough Unit		0.581 "
Length of Hayes Slough Bridges		0.006 Miles
" " " Roadway Apprs.		0.432 "
Total length, Hayes Slough Unit		0.437 "

State Funds Available	$ 21,245.48
Federal Aid Requested	35,004.12
	$ 56,249.60

FORM 3-G-1 B-18384 500 1-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. B. McCULLOUGH
BRIDGE ENGINEER

PR * Lower Sloughs Bridge

PR 141 B

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT
316 OREGON BUILDING
SALEM

March 24, 1930

Mr. S. H. Probert,
Office Engineer,
O f f i c e.

Dear Sir:-

Herewith copy of my letter to the Bureau in answer to the fourth paragraph of their communication of March 21st, 1930. This is in response to our conversation of yesterday.

Very truly yours,

Bridge Engineer.

CBMcC:P
Encl.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT
316 OREGON BUILDING
SALEM

March 24, 1930

U. S. Bureau of Public Roads,
P.O.Box 3900,
Portland, Oregon.

Gentlemen:-

In your communication of March 21st with reference to detailed plans submitted for Larson Slough bridge, you make the following observation:

> "In the approval of the War Department it is noted that reference is made to the bridge only and the question arises as to whether there might not be some special approval required by the War Department for the fills. It is understood that the applications to the War Department included both bridge and fills and in view of the complications that arose at Haynes Slough, it is believed that this point should be definitely cleared up before receipt of bids."

In answer to your request that this matter be "definitely cleared up before receipt of bids" we wish to submit the following:

1 - The Larson Slough permit carried the following statement:

> "This is to certify that the location and attached plans of said bridge are hereby approved by the Chief of Engineers and the Secretary of War."

2 - The attached plans showed a total length of fill from high water line to high water line of 1402'.

3 - This is exactly the same phraseology and exactly the same general construction as indicated in the Haynes Slough application concerning which no question was ever raised as regards approval.

4 - As a matter of fact, this is exactly the same condition which exists on every movable bridge for which permit is issued by the War Department. The majority of bridges in this State and, in fact, for every crossing over navigable waters, carry, in addition to the structural portion of the crossing one or more approach embankments. The jurisdiction of the War Department is definitely prescribed by law as extending from high water to high water, regardless of whether or not the construction contemplated is open construction or filled embankments.

5 - The word "bridge" as used in the War Department permit is not

OREGON STATE HIGHWAY
BRIDGE DEPARTMENT

necessarily restricted to the open portion of the structure, but contemplates the entire crossing within the limits of the jurisdiction prescribed by law for the War Department. The word "bridge" is used as part of the printed form and has never been changed on any of the permits which we have had although in practically every case there was some approach fill.

In view of the foregoing, therefore, we are sure that there can be absolutely no question whatsoever as to the extent of our permit. It covers the construction shown on the plans attached to the permit and which are an integral part of said permit. It extends between high water limits as provided by law.

I think you will find that this question has been up before both your Washington and District offices and that they will tell you that practically every movable bridge constructed under Federal Aid throughout the entire country carries a certain amount of approach fill and that permit for the construction of such fill is completely covered on the same standard form as that upon which permit for the Larson Slough bridge was issued.

We trust that this clears up the situation.

Very truly yours,

Bridge Engineer.

CHMcC:P

141-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 21, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

With reference to detail plans submitted for Larson Slough Bridge:

It is suggested that this bridge be included, as a modification in the agreement for Oregon F.A.P. 141-B, Haynes Slough bridge, which could be listed in the agreement estimate as Unit 1, and the Larson Slough bridge as Unit 2. The grading for the approaches could be included with the respective bridges if such approaches may properly be considered as a part of the structures. If not, Units 3 and 4 could be used to designate the approaches. In case this suggestion is followed, the items should be listed in vouchers in accordance with the agreement estimate. Such procedure would appear to involve a minimum of paper work for all the construction involved.

Plans as submitted are satisfactory for recommending final approval, but these plans cannot be forwarded until a revised title sheet showing this structure and approaches for both bridges, added to the title sheet for Oregon F.A.P. 141-B, has been received together with plans and data for the approach fills.

In the approval of the War Department it is noted that reference is made to the bridge only, and the question arises as to whether there might not be some special approval required by the War Department for the fills. It is understood that the applications to the War Department included both bridge and fills; and in view of the complications that arose at Haynes Slough, it is believed that this point should be definitely cleared up before receipt of bids.

As yet we have not received the Special Provisions, Proposal Form nor Estimate of Cost for this project.

Very truly yours,

W. H. LYNCH
District Engineer.

#1105
Dunn Co.
PR 1418

C. A. Perkins & Son

January 29, 1930

Commercial Casualty Ins. Co.
1017 Board of Trade Bldg.
Portland, Oregon.

Attn: Mr. M. J. Schoenecker.

We have to-day received from A. H. Kingsbury a [illegible] against [illegible] Slough Bridge in [illegible]

Gentlemen:

Attached hereto is a copy of a letter that we have today received from C. A. Perkins & Son, contractors in North Bend, Oregon, in which they advise us that they have been paid in full by Mr. A. H. Kingsbury for services rendered in connection with his contract for the construction of the Haines Slough Bridge. This is in accordance with your request of the 25th inst.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:EF

#1115
Curt- CV

G. A. Perkins & Son

Contractors

PHONE 1324

NORTH BEND, OREGON Jan. 27 / 30

State Highway Commission

Salem Oregon

Gentlemen.

We have to day received from A.H.Kingsbury our account against him on Haynes Slough Bridge in full.

Yours truly

By G.A.Perkins&Son
G A Perkins

NOTED
H. B. GLAISYER

Commercial Casualty Insurance Company

NEWARK, NEW JERSEY

January 27, 1930

Commercial Casualty Insurance Company
1017 Board of Trade Building
Portland, Oregon

Attention: Mr. J. M. Schoemacker
Resident Secretary

Gentlemen:

Replying to your letter of the 25th instant, wish to say that we have not as yet received notice from C. A. Perkins & Son to the effect that their claim against A. H. Kingsbury for materials and services rendered in connection with his contract for the construction of a bridge over Haines Slough in Coos County on the Roosevelt Coast Highway have been satisfactorily settled.

We shall endeavor to keep this matter in mind and advise you as soon as we have notice that the account has been paid.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
cc A. H. Kingsbury
Box 242
Oak Grove, Oregon

Commercial Casualty Insurance Company

NEWARK, NEW JERSEY

OREGON DEPARTMENT
D. K. BILLINGS, Manager
S. P. PIERCE, Manager
Accident and Health Department
1017 Board of Trade Building

PORTLAND, OREGON

January 25, 1930.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

Re: Bond 79894 - A. H. Kingsbury - Contractor for the construction of a bridge over Haynes Slough on the Roosevelt Coast Highway

Mr. Kingsbury, the contractor in connection with the above captioned contract, has today forwarded his certified check to C. A. Perkins & Son.

The writer has talked to Mr. Perkins and he has agreed to immediately advise you that they have been paid and will release the claim that they have filed with you. Will you kindly advise me at an early date whether Mr. Perkins has released their claim? Your cooperation in this connection will be appreciated.

Yours very truly,

M. J. Scheemaecker

MJS:N
Enc.

M. J. Scheemaecker
Resident Secretary

ANSWERED
H. B. G.

Box 242, Oak Grove, Oregon

January 24, 1930

G. A. Perkins & Son,
North Bend, Oregon.

Gentlemen: Re: Contract for the construction of a bridge over Haynes Slough on Roosevelt Coast Highway in Coos County, Oregon

I attach hereto certified check in the amount of $300.00, being balance due you from me for labor and hoist hire in connection with the above captioned contract. You will recollect that I paid you $10.00 on December 27th, 1929, when a receipt was required for work done on force account.

Please advise the State immediately that you have been paid in full so that they can release the balance of the money due me. I have not as yet received my final payment and for that reason you did not receive your check before this time as I had previously promised you.

My surety company has knowledge of the fact that I have paid this bill to you and they are today writing the State informing them that you have been paid in full. Please acknowledge receipt to both me and the bonding company, who I understand you have previously written.

Yours very truly,

MJS:N A. N. Kingsbury

CC- Oregon State Highway Commission
CC - Commercial Casualty Insurance Company

FORM 9-A-1 D-14793 5000 12-29

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

#1135

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 141 B

OREGON STATE HIGHWAY COMMISSION

SALEM

January 27, 1930

IN REPLY PLEASE
REFER TO FILE NO

Commercial Casualty Insurance Company
1017 Board of Trade Building
Portland, Oregon

Attention: Mr. J. H. Scheemeacker
Resident Secretary

Gentlemen:

Replying to your letter of the 25th instant, wish to say that we have not as yet received notice from C. A. Perkins & Son to the effect that their claim against A. H. Kingsbury for materials and services rendered in connection with his contract for the construction of a bridge over Haines Slough in Coos County on the Roosevelt Coast Highway have been satisfactorily settled.

We shall endeavor to keep this matter in mind and advise you as soon as we have notice that the account has been paid.

Very truly yours

Roy A. Klein
State Highway Engineer

By H. B. Glaisyer

H. B. Glaisyer
Chief Clerk

HBG:S
cc A. H. Kingsbury
Box 242
Oak Grove, Oregon

Mr. Glaisyer;— Here is the receipt Perkins sent me. We agreed to send one to you but don't know why you have not received it.

Resp
P. W. Kingsbury.

NOTED
H. B. GLAISYER

RECEIVED
SOUTH BEND, IND.

SOUTH BEND, INDIANA, _____ 193_

IN ACCOUNT WITH

G. A. PERKINS & SON

CONTRACTORS

NOTED
H. B. GLAISYER
By

HBG:S
Enc.

H. B. Glaisyer
Chief Clerk

PR 141B

January 21, 1930

Mr. A. H. Kingsbury
Box 242
Oak Grove, Oregon

Dear Sir:

Attached hereto is a copy of a letter that we have today written to the Commercial Casualty Insurance Company concerning the final payment to you on your contract for the construction of the Haines Slough Bridge.

Since you do not dispute the claim of G. A. Perkins & Son we presume that you will settle the same immediately upon receipt of your warrant which is our reason for writing the surety company as we have. Please advise us what arrangements you are making to take care of the same.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

Commercial Casualty Insurance Company

NEWARK, NEW JERSEY

January 21, 1930

Commercial Casualty Insurance Company
1017 Board of Trade Building
Portland, Oregon

Attention: Roger F. Watson
Assistant Manager

Gentlemen:

Replying to your letter of the 18th instant concerning the claim of C. A. Perkins & Son against A. H. Kingsbury for supplies furnished Mr. Kingsbury in connection with his contract for the construction of the bridge over Haines Slough in Coos County, wish to say that the voucher covering final payment for this work is now being passed for payment. Before releasing the warrant we should have assurance from you, as surety on the bond furnished by Mr. Kingsbury in this instance that you will hold yourself responsible for the payment of this claim. If you will write us to this effect and state how and when this claim will be settled we will not hold up the payment of the final warrant.

Replying to the last paragraph of your letter will say that we have no standard forms on which creditors are to file notices of their claims with this department and we usually consider that a letter setting forth the fact that the claim exists is sufficient notice.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claiayer
Chief Clerk

HBC:S
cc A. H. Kingsbury
Box 242
Oak Grove, Oregon

Commercial Casualty Insurance Company

NEWARK, NEW JERSEY

OREGON DEPARTMENT
D. K. BILLINGS, Manager
S. P. PIERCE, Manager
Accident and Health Department
1017 Board of Trade Building

PORTLAND, OREGON

January 18, 1930.

H. B. Glaisyer, Chief Clerk,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: Re: G. A. Perkins & Son account against A. H. Kingsbury

I appreciate your promptness in forwarding us copy of letter addressed to you by G. A. Perkins & Son regarding the above matter and I discussed the situation with Mr. Kingsbury over the telephone this morning. He referred me to Mr. Reeves of your office. I called Mr. Reeves on the telephone this morning and he advised me that voucher in the amount of approximately $2500.00, balance due Mr. Kingsbury on the Haynes Slough job, had been mailed to Mr. Kingsbury yesterday and should reach him today. He further advised me that if a claim has been filed against Mr. Kingsbury by G. A. Perkins & Son that under the rules of the Oregon State Highway Commission the voucher will not be paid by your department upon presentation until the claim filed by G. A. Perkins and Son has been withdrawn.

It is my understanding that Mr. Kingsbury has no other outstanding claims against the Haynes Slough job other than that of G. A. Perkins & Son and it is obvious that with the $2500.00 retained percentage and final estimates Mr. Kingsbury would be amply able to pay their claim.

I have great confidence in Mr. Kingsbury's honesty and integrity and I am certain that as soon as he can get his payment from the State, he will take care of the G. A. Perkins & Son account without delay.

I shall appreciate the favor if you will advise me whether or not you consider the inquiry from G. A. Perkins & Son to you under date of January 13th as the filing of a claim. Their letter does not set out that they wish to file any claim with you. They simply inquire whether or not you have accepted and paid Mr. Kingsbury.

Thanking you for the favor of your advices in the premises, I am

Yours very truly,

Roger F. Watson

Roger F. Watson
Assistant Manager

RFW:N

ANSWERED
1. B. G.

PR 1418

Re-enforced Concrete Construction
A Specialty
[redacted]

Designs - Plans - Estimates
[redacted]

A. H. KINGSBURY

GENERAL CONTRACTOR

BOX 242 PHONE 240J
OAK GROVE, ORE

[redacted], Oregon

RECEIVED
APR 20 1928
OREGON

Mr. W. B. Plainer,
Salem, Ore.

Dear Sir; The last work which we did on the Haynes Slough Bridge was Dec. 12 I believe.

Ever since that date I have been trying to get settled up. Mr. W. W. Reeves is familiar with the situation.

As this was my first contract with the state I thought I was getting the truth when told my money would be paid in ten days to two weeks after the satisfactory completion of my contract. I made my arrangements accordingly & now see where I am.

Please confer with Mr. Reeves.

Yours truly
A. H. Kingsbury.

Initial - 1105 - J
2435-9K

ANSWERED
H. B. G.

Com Co.

PR 141B

January 31, 1930

Commercial Casualty Insurance Company,
D. K. Billings, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1105 for the construction of a bridge over Haynes Slough near North Bend has been completed by the contractor, A. H. Kingsbury, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 31st, 1930.

The State has been advised of one claim against this contract, being that of O. A. Perkins & Sons in amount $310.50 for labor and hoist hire. You are advised that the State assumes no responsibility for this or any other claims which may be filed against this contract.

This notice is served upon you as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid on this contract which will include the above final payment will be $7,427.41. Of this amount $1,061.87 was for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

PR141B

January 18, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are referring now to your letter of December 31, requesting a statement as to why we are not proceeding with the construction of the approaches to the recently constructed bridge over Haynes Slough (Federal Aid Project No. 141-B).

Since the contract for the Haynes Slough Bridge was awarded, there has been a change in the attitude of the property owners along Larson Slough which is in the immediate vicinity, which will make it possible for us to now proceed with the construction of a similar structure over Larson Slough; this being the case considerable economy can be effected by postponing the construction of the embankment approaches to the Haynes Slough Bridge until such time as that work can be combined in a single contract with the construction of embankment approaches to the Larson Slough Bridge.

The awarding of the contract for the bridge over Larson Slough is being delayed pending receipt of written permission from the U. S. War Department for the construction of the bridge at that point. As soon as this permission is received the bids for the structure will be called for and shortly thereafter we will call for bids for the construction of the embankment approaches for both the Haynes Slough Bridge and the Larson Slough Bridge.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 31, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Your attention is called to that term in the project agreement for Oregon F.A.P. No. 141-B which we quote as follows:

> "(b) The Highway Department hereby agrees that prior to or immediately upon the completion of the improvement contemplated under this agreement, it will construct suitable road connections between the ends of the bridge and the existing highway to the north and south."

Would you kindly advise us what action you have in mind in regard to this clause, in order that we may make some statement concerning this matter in finalling the Haynes Slough Bridge construction.

Would you also kindly send us reports covering tests of materials used in the construction of this project.

Very truly yours,

W. H. LYNCH
District Engineer.

#1105
Cross CV
PR 149B

January 16, 1930
Dictated Jan. 15

C.A. Perkins & Son, Contractors
North Bend, Oregon

Attention: Mr. Clardy R. Perkins

Gentlemen:

Replying to your letter of the 13th instant in which you advise us of your claim in the sum of $310.50 against A. H. Kingsbury for services rendered in connection with his contract for the construction of the Haines Slough Bridge, wish to say that final payment has not yet been made for this work but we expect that it will be made within the next few days.

Since you have secured no satisfaction from Mr. Kingsbury as to the settlement of this claim we would suggest that you take the matter up with the surety on the bond that he furnished to the State for the protection of labor and material claims in connection with this job. This Surety Company is the Commercial Casualty Insurance Company of New York, D. K. Billings Agent, 1017 Board of Trade Building Portland, Oregon. Should you secure no satisfaction by doing this then you still have recourse to action in the Courts and should, for your own protection, file notice of claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

G A Perkins & Son

Contractors

January 16, 1930
Dictated Jan. 15

North Bend, Oregon

Commercial Casualty Insurance Co.,
D. K. Billings, Agent
1017 Board of Trade Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from G. A. Perkins & Son, contractors of North Bend, Oregon, in which they advise us of their claim against A. N. Kingsbury, being in the sum of $510.50 for labor and hoist hire, in connection with Mr. Kingsbury's contract for the construction of the Haines Slough Bridge.

This information is given you as you appear as surety on the bond furnished by Mr. Kingsbury.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

cc A. N. Kingsbury
Box 242
Oak Grove, Ore

G. A. Perkins & Son
Contractors
PHONE 1324
NORTH BEND, OREGON

January 13, 1930.

Oregon State Highway Commission,

Salem; Oregon.

Gentlemen:

We would like to know if you have accepted and paid Mr. A. H. Kingsbury of Oak Grove, Oreg.,for his contract on the Haynes Slough Bridge or Tide Box on the Roosevelt Highway at Coos Bay.

We have an account for the amount of Three hundred and Ten Dollars and Fifty cents ($310.50) for labor and hoist hire on the above mentioned bridge.

Mr. Kingsbury has received several letters from us in reguard to this account but keeps asking for more time in which to pay.

Wishing an early reply, *Please* find a self addressed envelope for your use.

Thanking you we remain

G. A. Perkins & Son
by *Hardy V. Perkins*

ANSWERED
H. B. G.

STENCIL NO. 125

PR 141 B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No._____

Post Office Building,
Portland, Oregon,
Jan. 11, 1930

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 141-B.

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By J. Caufield

Encls.

PIR141B

Chas. R. McCormick Lumber Co.

Creosoting Department

January 11, 1950

Portland Oregon

Chas. R. McCormick Lumber Co.
907 Yeon Building
Portland, Oregon

Attention Mr. Chas. R. Wilson.
Creosoting Department.

Gentlemen:

Replying to your inquiry of the 9th inst. concerning final payment to A. H. Kingsbury for the construction of the Haynes Slough Bridge on the Roosevelt Coast Highway near North Bend, wish to say that the final records in connection with this work are now in this office being checked over, and we anticipate that final payment will be made to Mr. Kingsbury within the next two weeks.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

#1105

PHILADELPHIA LOS ANGELES SAN DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.

OF DELAWARE

CHAS R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICEPRESIDENT
ERNEST H MEYER, VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

C.W. OSBORNE,
DISTRICT MANAGER

Creosoting Department

907 YEON BUILDING
Portland, Oregon

Jan. 9, 1930.

MILLS AT -
ST. HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

Mr. Roy A. Klein, State Highway Engineer,
Oregon State Highway Commission,
Oregon Bldg.,
Salem, Oregon.

Dear Sir:-

Referring to Haynes Slough Bridge job on the Roosevelt-Coast highway near North Bend.

On material shipped to A. H. Kingsbury Sept. 15th we have a balance due of $561.99.

Will you please advise us when final payment will be made so that we can look forward to having our account cleaned up?

Thanking you,

Yours very truly,

CHAS. R. McCORMICK LUMBER CO.
Creosoting Department.

By Chas. R. Wilson

CRW*

141-B

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Oregon F.A.P. 141-B

Post Office Building
Portland, Oregon.

Nov.14, 1929

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
Sr. Highway Engineer

Encl.

A4pr 5945

Form P. R. 2
State Oregon
Project No. 141, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of August, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 14th day of March, 1927, a project statement, which was approved by the Secretary on the 19th day of May, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section B of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 26th day of June 1929, and approved by the Secretary on the 24th day of October, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, seven hundred seventy-six and 65/100

dollars ($ 4,776.65) as the share of the United States payable under said act on account of Section B of project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following ~~road~~ bridge, as described in detail in said surveys, plans, and specifications:

~~Between~~ Bridge across Haynes Slough between survey stations 182+30 and 182+87 in Sec. 25, T.24 S., R.13 W., W.M., on the Roosevelt Coast Highway between Hebo and Coos Bay, Coos County, being Section B of Oregon Federal Aid Project No. 141, ~~terminal points, a distance of ..... miles, known~~ consisting of one bridge of more than 20 ft. clear span only, 0.005 of a mile in ~~length~~ length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(b) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that prior to or immediately upon the completion of the improvement contemplated under this agreement, it will construct suitable road connections between the ends of the bridge and the existing highway to the north and south.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ---- Chap. 176, Laws of 1917; Chap. 31, Laws of 1923. (Include amount, date, and citation of act of legislature by which authorized)

---

*(b) By the count ---- of ---- (Include amount, date, and citation of statute

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of four thousand, seven hundred seventy-six and 65/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seven thousand, six hundred seventy-five and 80/100 dollars, the approved total estimated cost of Section B of said project.

8—5818

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ..... upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for the direct expenditure under the direct control of the Highway Department.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to .....

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county) (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** ..... of **Oregon** .....
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of Aug. 7, 1917, Chap. 237, Laws of 1917.**
(Include reference to statute authorizing funds and probable amount annually available)

.....

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

of

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____, upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the _____, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24th day of October, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____ Chairman, State Highway Commission
(Title of officer)

By _____ Member, State Highway Commission
(Title of officer)

[SEAL]

By _____ Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____ Acting Secretary of Agriculture.

8—5518

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~rural post road between~~ bridge across Haynes Slough between survey stations 182+30 and 182+57 in Sec. 25, T.24 S., R.13 W., W.M., on the Roosevelt Coast Highway between Hebo and Coos Bay, Coos County,

~~locally known as~~

Section B of

and designated in the records of this Department as Project No. 141, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 7,675.80 Section B of as the total estimated cost of said project, and the sum of $ 4,776.65 as the share of the United States, payable under said acts on account of Section B of such project, which does not exceed authorized Federal pro rata share the ~~percent~~ of said total estimated cost.

Done at the city of Washington, this 24th day of October one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap

Acting *Secretary of Agriculture.*

24

8—4829

PR 141-B

August 7, 1929

Mr. W. H. Lymah, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

In reply to your letter of August 6th, this will advise that provision for the removal of the existing bridge structure at Haynes Slough will be made in the contract for the grading of the embankment approaches.

This provision was not made in the bridge contract for the reason that it will be necessary to use the old structure until the embankment approaches as well as the bridge structure are entirely completed.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

August 6, 1929

R. A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

It appears that no provision has been made in the contract or estimates for the removal of the existing bridge, as required by the War Department permit, which was granted for the construction of the Haynes Slough bridge on F.A.P. 141B. It is undoubtedly your attention to take care of this matter, but we are calling it to your attention in order that it may not be overlooked.

Yours very truly

W. H. Lynch
District Engineer

By L. J. Caulfield
Highway Engineer

REFERRED TO
SHP

Sub/

PR 141 B

UNITED STATES DEPARTMENT OF AGRICULTURE

July 27, 1929

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

In reply to your letter of July 24th, this will advise that we desire to obtain Federal aid in connection with the grading of the approaches to the Haynes Slough Bridge (Federal Aid Project No. 141-B) and also that we have no objection to your delaying the preparation of the project agreement for the bridge until such time as the estimate for the grading of the approaches can be included.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 24, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The estimate dated July 11th for the Haynes Slough Bridge, Oregon F.A.P. No. 141-B, is today being forwarded. Will you kindly advise whether or not you will desire Federal aid in connection with the approach construction, and if so, how long it will be before plans for that work can be submitted. We would also like to be advised as to whether or not it will inconvenience you to delay the drawing of the agreement until the documents have been approved and approach contract awarded. It is understood, of course, that no payment of Federal aid for the bridge work can be made until the project agreement is executed.

If considered preferable to you, it is probable that the agreement can be drawn without delay for the bridge work, with the understanding that a modification will be approved later to include the approaches. However, it will save considerable paper work on our part if the original agreement can provide for all the work.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

PR 141 B

July 24, 1929

Mr. A. H. Kingsbury,
Box 248,
Oak Grove, Oregon.

Dear Sir:

Enclosed herewith please find fully executed copy of contract #1105 which was awarded to you by the State Highway Commission on June 27, 1929 covering construction of a bridge over Haynes Slough on the Roosevelt Coast Highway in Coos County.

This copy is for your records and files.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaimyer
Chief Clerk.

JS
cms.

FOR 141-B

July 11, 1929

Mr. W. E. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 8900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of Estimate as Basis for Project Agreement covering the Haynes Slough Bridge, Project No. 141-B.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Incl.
Dict. by J. W. Nash/AF

Oregon State Highway Department

Project No. 161-B

HACKER SLOUGH BRIDGE ON THE ROOSEVELT COAST HIGHWAY

IN COOS COUNTY

(Estimate on Basis for Project Agreement. Based on Contract Prices.)

July 11, 1929

780 lin. ft.	Creosoted Douglas Fir Piling	$ 1.61	$ 1,207.80
18 M-FBM	Untreated Lumber and Timber	47.00	723.00
43 M-FBM	Creosoted Lumber	97.00	4,050.00
29 lin. ft.	Trestle Superstructure	12.50	362.50
	Sub-total		$ 6,978.00
	10% Engr. & Cont.		697.80
	Total		$ 7,675.80

Length of Structure, 27 ft. = 0.005 miles

Cost per mile $153,516.00

State Funds Available	$2,899.15	
Federal Aid Requested	4,776.65	(62.22%)
	$7,675.80	

State funds for construction - Chap. 175, Laws 1917; Chap. 51, Laws 1920.

State funds for maintenance - Res. Aug. 17, 1917; Chap. 237, Laws 1917.

July 9, 1929

A. H. Kingsbury,
Box 248,
Oak Grove, Oregon.

P H 1413

Dear Sir:

We are sending you today by express four copies of contract no. 1105 which was awarded to you by the State Highway Commission at their meeting on June 27, covering the construction of a trestle over Haynes Slough on the Roosevelt Coast Highway in Coos County.

Will you kindly execute all four copies of this contract as to agreement and bond and return all four copies to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on Page 10 of the contract relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

PR 141-B

May 12, 1939.

Bureau of Public Roads,
Box 3900
Portland, Oregon

Gentlemen:

We are enclosing herewith six copies of estimate which is to accompany plans covering the bridge over Holmes Slough, Project No. 141-B.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer.

Dict by J. W. Nash/AP

Oregon State Highway Department

Project No. 141-B

BRIDGE OVER HAYNES SLOUGH ON THE ROOSEVELT COAST HIGHWAY IN COOS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, May 22, 1929.

1,400 lin.ft	Port Orford Cedar Piling	$ .75	$ 1,050.00
100 M-FBM	Creosoted Walmfield Piling	98.00	9,800.00
27.5 M-FBM	Lumber and Timber	98.00	2,695.00
29 lin.ft	Trestle Superstructure	18.00	522.00
850 cu.yds	Rock Fill	3.00	3,300.00
All Required	Remove Old Bridge and Maintain Traffic		800.00
	Sub-total		$17,967.00
	10% Engr. & Cont.		1,786.70
	Total		$19,653.70

Length of Structure 27 ft. = .005 miles
Cost per mile $3,930,740.00

Federal Aid Requested	$12,230.49
State Funds Available	7,423.21
	$19,653.70

CONTRACT #1245,
1257,

PR-6 Rock Cr.-Valades Ranch Sec., 1930-1931
1245 Reopened
1857

PR-6 Rock Cr.-Valades Ranch Sec., 1930-1931
1245 Reopened
1957

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

August 15, 1932

RECEIVED
AUG 16 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In preparing the final report for Oregon F.A.P. No. 6, we find the length of the roadway to be 46.850 miles and participating bridges 0.378 miles. The reduction in the length of participating bridges is in accordance with the tabulation of bridge lengths for Unit 4 submitted with your letter of May 2, 1931.

Please advise us if these figures are correct.

Very truly yours,

W. H. LYNCH
District Engineer

By J. H. Elliott
Sr. Highway Engineer

QR 6

July 30, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

We are inclosing herewith four copies of final voucher for the Rock Creek-Valades Ranch Section, Project No. 6 Reopened. This voucher has been prepared in the manner requested by you to show the work done on Federal Highway Route No. 6 separate from that which was done on Federal Highway Route No. 5. This voucher is being submitted in the amount of $3,827.52.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EK
Incls.

3827.52
2851.31
976.21 - J-390

Hollenbeg, -

This voucher supersides the one sent previously, for the amount of $2851.80

Jwn

PR 6

June 11, 1932.

Memo to Mr. Baldock:

Replying to your communication of June 4, an inspection has been made of the construction work on the Arnold and Larkey Creek Bridges located on the Alsea Highway, Oregon Forest Road Project 6-E-4. We find these structures to be in accordance with specifications, and up to standard.

C. B. McCullough
Bridge Engineer

CB_M:AP

#1257
W Labor + Material

PPG

February 11, 1932

Fidelity & Deposit Company of Maryland,
H. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1257 for the construction of the Willow Creek-Valades Ranch Section of the John Day and Oshoco Highways in Wheeler and Grant Counties, consisting of 17.93 miles of surfacing, has been completed by the contractors, W. H. Puckett Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 20th, 1932.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $164,719.48 including the final payment. Of this amount $1,845.22 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1257
Wheeler & Grant
pr 6.

January 11, 1932

Mr. Sidney C. Auld, Manager,
Fidelity & Deposit Company of Maryland,
Continental Bank Building,
Salt Lake City, Utah.

Dear Sir:

Receipt is acknowledged of your letter of January 8th concerning the W. H. Puckett Company contract No. 1257 which covered the construction of the Willow Creek-Valdez Ranch Section of the John Day and Ochoco Highways in Wheeler and Grant Counties.

Please be advised that this contract was completed on December 24th, 1931. The total amount paid to date is $159,094.41 and the retained percentage is $4,920.41. It is expected that final payment will be made on the above contract within the next thirty days.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1257
W.H. Puckett Co.

OF UTAH AND SOUTHERN IDAHO

T AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Continental Bank Building
SALT LAKE CITY, UTAH

SIDNEY C. FULD
Manager

Telephone
Wasatch 960

January 8, 1932.

State Highway Commission,
Salem, Oregon.

Re: #3408224-A - W.H. Puckett Company.
Construction of 17.73 miles of water-bound broken stone surfacing on the Willow Creek-Valades Ranch section of the Ochoco and John Day Highways in Wheeler and Grant Counties.

Gentlemen:

I would appreciate it if you would advise if this contract has been completed and accepted and if so date of completion and amount paid to contractors.

Yours very truly,

Sidney C. Fuld

Sidney C. Fuld,
Manager.

SCF/G.

Dec. 4, 1931
Pd. $159,094.41
Ptd. $4,920.45
Final $1,545.22

WESTERN UNION

PR 6

December 29, 1931

W. H. Puckett Company,
Boise,
Idaho.

Attention of Mr. Joslyn

Gentlemen:

Acknowledgment is made of the receipt of your telegram of this date in which you ask us to hold your warrant for about $22,000 covering estimate No. 10 on your Bayville contract, and to give the same to your representative, Mr. L. G. Kirn, who will call personally with a letter of introduction on Wednesday of this week.

I shall be pleased to comply with your request in this matter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MEG:AJ

...E COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1291-S

WESTERN UNION

...r is in-...y a suitable ...r above or preced-...ng the address.

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon. Telephone 3171

PR16 43 DL=BOISE IDA 29 942A

1931 DEC 29 AM 8 53

H B GLAISYER=

SECY STATE HIGHWAY COMMISSION SALEM ORG=

PLEASE ARRANGE TO HOLD IN STATE OFFICES OUR WARRANT FOR ABOUT TWENTY TWO THOUSAND IN PAYMENT ESTIMATE NUMBER TEN ON DAYVILLE CONTRACT STOP OUR REPRESENTATIVE MR LOUIS G KIRN WILL CALL PERSONALLY WITH LETTER INTRODUCTION WEDNESDAY FORENOON TO OBTAIN THIS WARRANT FOR US=

W H PUCKETT COMPANY JOSLYN.

Advised Smith - 12-29-31 - 9:40 A.M.

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE

(See back of this sheet for instructions and detailed information)

Signed Glenn Quist

Title Pres. Sec'y.

Form 39—F-21685—6M—8-31

PR 6

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec 26, 1931

Job name Heller St - Valade Co. Week from 19 to 26

Mail address Dayville

Highway Ochoco

Telegraph or telephone address "

County Wheeler Job prefix 35PL

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This job was finished on the 24th
They are leaving their machinery here
until next Spring. We expect to finish
their Semi-final estimate next week

(See back of this sheet for instructions and detailed information)

Signed Glenn Dwight

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 15.7

Miles completed 15.7

Miles partially done 0

Total cubic yards in project 16,200

Cubic yards produced to date 16,200

Average daily yardage produced this week ..... —

Average daily yardage necessary to complete on time ..... —

Contractor's average force for week ..... 20 men,

..... teams, ... 2 trucks

Project will be completed about .....

Number of men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 35 PL ..... *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1245
Grant Co
PRC

November 25, 1931

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agents
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1245 for the construction of the Rock Creek-Valades Ranch Section of the John Day Highway in Grant County consisting of 3.47 miles of regrading has been completed by the contractors, W. H. Puckett & Company and that final settlement will be made by the State with said contractors for work done under said contract on or after November 5th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $46,734.10 including the final payment. Of this amount $768.89 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1257
Schultz + Dubach
PPG

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

September 8, 1931

Fidelity & Deposit Co. of Maryland,
P. O. Box #255,
Salt Lake City, Utah.

Attention: Sidney G. Fuld, Mgr.

Gentlemen:

Receipt is acknowledged of your letter of Sept, 3rd concerning the S. H. Puckett Company contract No. 1267 - Willow Creek-Wallace Ranch Section of the John Day and Ochoco Highways In Grant and Wheeler Counties.

Please be advised that this contract was approximately [illegible] complete on August 10th. The total amount paid to date is $[illegible] and the retained percentage is $[illegible],254.58. The completion date on this contract is December 31, 1931.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

NT OF UTAH AND SOUTHERN IDAHO

TY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Continental Bank Building

SALT LAKE CITY, UTAH

SIDNEY C. FULD
Manager

TELEPHONE WASATCH 969

Wheeler #1257

September 3, 1931

RECEIVED
SEP 8 1931
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Capitol Building
Salem, Oregon

Gentlemen:

Re: Bond No. 3408224-A - W. H. Puckett Co.
Construction of 17.73 miles of waterbound broken stone surfacing on the Willow Creek-Valades Ranch section of the Ochoco and John Day Highways in Wheeler and Grant Counties.

I would appreciate it if you would advise the percentage of work completed on this contract up to September 1st;, and the total amount paid to the contractor up to that date.

Yours very truly,

Sidney C. Fuld

Sidney C. Fuld,
Manager.

Final Estimate, C- # 75, 219.95
Retained - 11,254.58
Final # 718.38

SCF-leg

Ct. #1,

[illegible] 1931

P.R. #6 suspended

P.R.6

July 31, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

We refer to your letter of July 25rd, suggesting that some readjustment should be made of the emergency federal aid funds set up for Projects 134-C, 134-D and No. 6, respened.

Such a readjustment will be made after we have your reply to our recent inquiry as to whether or not the readjustment of emergency funds can be postponed until such time after September 1st as accurate quantities, upon which to base the readjustment of emergency funds, can be obtained.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

July 23, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Federal Aid Project No. 134, section C.

At the time the papers for this project were submitted, emergency advance funds were requested on the surfacing of that portion between Sta. 957 and Sta. 1186+19, or that portion covered under the W. H. Puckett contract, and the construction of this section assured in the third paragraph on page 15 of the special provisions.

The contractor first set up about Sta. 1460 on F.A.P. 134-D and completed from that set up. He then apparently requested permission to move to the quarry site near the east end of F.A.P. 134-D instead of on 134-C and this request was granted. The result of these moves will mean that F.A.P. 134-D and No. 6 Reopened will possibly be completed by September 1, but undoubtedly no work will be accomplished on F.A.P. 134-C for which $16,731.82 in emergency funds was set up. Will you please advise as to your intentions on this project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

134-C Fort Creek - Ramhorn Ranch
134-D Ramhorn Ranch - Preston Bridge
6-reopened Rock Creek - Valentine Ranch

REFERRED TO
S.H.P.
By State Highway Engineer

PRB

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

July 28, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the unit cost analyses, covering the item of "Oil Macadam Base," submitted for use on Oregon Emergency Federal Aid Projects Nos. 6, 134-D, and 163-A. It is noted that the analyses include the rental of State owned equipment. By regulation, no payment of Federal funds may be made for rental of State owned equipment on emergency projects.

You may either deduct the rental item from the unit cost shown on the cost analyses to obtain a cost per square yard to be used when submitting vouchers, or claim payment for the various materials used from the emergency funds, and for the item "Oiling" from Federal Aid funds only. Under the latter method you can claim payment for rental of State owned equipment, using the unit costs shown on the cost analyses.

Very truly yours,

W. H. LYNCH
District Engineer

By H. J. Caufield
H. J. Caufield
Highway Engineer

RECEIVED
JUL 29 1931
OREGON
STATE HIGHWAY COMMISSION

#1257

Wheeler & Grant Co.

PPG

July 22, 1931

Fidelity & Deposit Company of Maryland,
Continental Bank Bldg.,
Salt Lake City, Utah.

Attention: Sidney C. Fuld.

Gentlemen:

Receipt is acknowledged of your letter of July 20th concerning the W. H. Puckett Company contract - Willow Creek-Valadez Ranch Section of the John Day and Ochoco Highways in Wheeler and Grant Counties.

Please be advised that this contract was approximately 37% complete on July 10th. The total amount paid to date is $49,628.60 and the retained percentage is $8,757.99. Of the total amount paid $718.38 was for force account work. The completion date of this contract is December 31, 1931.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1257
Wheeler + Grant

...MENT OF UTAH AND SOUTHERN IDAHO

...DELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Continental Bank Building

SALT LAKE CITY, UTAH

SIDNEY C. FULD
Manager

TELEPHONE WASATCH 969

July 20, 1931.

State Road Commission,
Salem,
Oregon.

Gentlemen: Re: Bond No. 3408224-A W. H. Puckett Co.
Construction of 17.73 miles of stone surfacing
on the Willow Creek-Valades Ranch Section
of the Ochoco and John Day Highways
in Wheeler and Grant Counties

I would appreciate it if you would advise the percentage of work completed under this contract and the amount paid to the contractor up to the present time.

Yours very truly,

Sidney C. Fuld

Sidney C. Fuld,
Manager.

scf-lp

37 % on Ind. C -

H. E. VAN DUZER, Chairman Portland

PRF6

June 28, 1951.

W. H. Packett Company,
P.O.Box 1527,
Boise, Idaho.

Gentlemen:

Refering to your letter of June 22nd, we are herewith returning your check No. 5830 for the sum of $72.08. Your statement of this check having been drawn by error is in accordance with our records, as we find that on June 11th we mailed you a state warrant for the same amount to cover your bill consisting of the same items.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

RVK/ZHB

cc: C. W. Banner,
Bend, Oregon.

...ISSIONERS
...R. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

June 25, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention: Mr. Hollenberg.

Dear Sir:

Reference is made to your letter of June 18th in regard to having received a check from W. H. Puckett Company in the amount of $72.06 with the notation "Culvert purchased by us at Kimberly, Oregon, 5/19/31."

We have been advised by Mr. Vernon of the W.H. Puckett Company that the check you received was an error on the part of their Boise office. When the Rock Creek-Valades Ranch widening was completed, the Puckett Company had on hand six feet of 18" pipe bands and 1281.7 pounds of reinforcing steel which we purchased from them. They billed the State Highway Department for this from their field office, a copy going to their Boise office. When this copy reached the Boise office they thought it was to be paid instead of a credit, thus sending you a check for same.

This bill was submitted by us along with the final estimate on 12 PG but later destroyed and covered by a Price Agreement. It appears on the final estimate as 16 feet of 18" corrugated galvanized iron pipe, also 1281.7 pounds of reinforcing steel.

Yours very truly

C. W. Wanzer
C. W. Wanzer
Division Engineer

cww:c

W. H. PUCKETT COMPANY

GENERAL CONTRACTORS
BOISE, IDAHO

W. H. PUCKETT
MANAGER
P. O. BOX 1817

RECEIVED
JUN 24 1931

June 22nd, 1951.

Oregon State Highway Department,

Salem, Oregon.

Dear Sirs:-

On June 16th we mailed you our check for $72.06, - No. 5639 on the 1st National Bank of Idaho, Boise, - in error. Through misunderstanding between our field office at Dayville and our main office here, payment was made to you, whereas the entry should have been reversed, as a payment was due us from your department for some corrugated culvert pipe, which payment has since been received; in fact, the checks crossed in the mail.

In case you have not yet used or deposited our check, please return same to us for cancellation; or if used, send us your check in refund. Thanking you, we are,

Yours very truly,

W. H. PUCKETT COMPANY

By W. H. Puckett

June 18, 1951.

C. W. Wanser, Division Engineer,
Oregon State Highway Commission,
Bend, Oregon.

Dear Sir:

We have received a check from W. H. Puckett Company of Boise, Idaho, for the sum of $72.06, on which appears the notation "Culvert purchased by us at Kimberly, Oregon, 5/19/51".

As we fail to find a copy of an invoice in our files to correspond with this payment, would request that you supply us with the necessary information, including credit distribution, at your earliest convenience.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By _____

RVH/RWB

CR IR-6

June 11, 1931.

Mr. H. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of an analysis of cost for constructing bituminous macadam wearing surface on the Rhododendron-Government Camp Section, Project No. 158-B.

We are likewise enclosing six copies of an analysis of cost for oiling the macadam base on the following projects:

Dodgevin-Otis	Project	No. 153-A
Pilot Rock-Nye	"	No. 154-A
Tapiniths-Waugin Junction	"	No. 163-A
Bear Springs-Tapinitis	"	No. 163-B
Rock Creek-Valsdez Ranch	"	No. 6
Barnhouse Ranch-Picture Gorge	"	No. 154-B

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. E. Nash/Mc

encl.

ROCK CREEK-VALADEZ RANCH

Project No. 6

(Estimated Cost of Oiling Meadow Base by State Forces)

1. **No. 3 Oil**

Source, California Bay Districts
Point of Delivery Prineville
Cost at Source $10.50 per ton
Freight 10.20 " "
Total $20.80 " " or $.037 per gal.

Estimated cost of oil per square yard 0.7 gal. at $.037 - - - - - - - - $0.041

2. **Production and Stock Piling Mineral Aggregate** (Contract No. 1806)

1-1/4" - 3/4" Metic. in Stock Pile $1.71 per cubic yard
3/4" - 1/2" " " " " 1.91 " " "
1/2" - 1/4" " " " " 2.20 " " "

Cost of Aggregate per square yard:

.020 cu. yds. 1-1/4" - 3/4" Metic. at $1.71 $.034
.009 " " 3/4" - 1/2" " " " 1.91 .017
.006 " " 1/2" - 1/4" " " " 2.20 .013

Cost of Aggregate per square yard - - - - $.064

3. **Labor, Equipment and Supplies**

As per attached Statement $843.75 per day

Estimated daily run 8,000 square yards
Cost per square yard, - - - - - - - -

DAILY COST OF OILING CREW

EQUIPMENT

1	Oil Distributor	at	$25.00	per day	$25.00
1	Tender Truck	"	20.00	"	20.00
3	Tender Truck Trailers	"	5.00	"	15.00
1	Boiler (2 shifts)	"	5.00	"	10.00
1	Retort (2 shifts)	"	11.00	"	22.00
1	Fuel Tank Trailer	"	2.50	"	2.50
1	Water Tank Trailer	"	2.25	"	2.25
2	Motor Graders	"	5.25	"	10.50
2	10-ton Gas Rollers	"	10.00	"	20.00
5	Dump Trucks	"	11.00	"	55.00
3	Light Trucks	"	2.50	"	7.50
2	Ford Cars	"	1.25	"	2.50
2	Sweepers	"	5.00	"	10.00
2	Tractors	"	3.50	"	7.00
2	Loaders	"	15.00	"	30.00
1	Flat Bed 10-ton Trailer	"	10.00	"	10.00
			Total		$244.25

SUPPLIES

Gasoline, Oil and Grease	$100.00	per day	
Fuel for Boiler and Retort	15.00	"	
Total			$115.00

LABOR

1	Superintendent	at	$10.00	per day	$10.00
1	Foreman	"	8.00	"	8.00
1	Timekeeper	"	5.00	"	5.00
1	Retort Operator	"	8.00	"	8.00
2	Boiler Operators	"	7.00	"	14.00
1	Watchman	"	4.00	"	4.00
1	Mechanic	"	7.00	"	7.00
2	Loader Operators	"	8.00	"	16.00
2	Pitmen	"	5.00	"	10.00
2	Tractor Drivers	"	6.00	"	12.00
1	Pilot Car Driver	"	5.00	"	5.00
8	Truck Drivers	"	6.00	"	48.00
2	Rollermen	"	7.50	"	15.00
1	Oil Truck Driver	"	7.00	"	7.00
1	Leverman	"	6.50	"	6.50
1	Tender Truck Driver	"	6.00	"	6.00
2	Grader Operators	"	7.00	"	14.00
2	Flagmen	"	5.00	"	10.00
17	Laborers	"	5.00	"	85.00
			Total		$290.50

Total for Equipment, Labor and Supplies $649.75

STATE OF OREGON

HIGHWAY DEPARTMENT

STANDARD RENTAL SCHEDULE FOR OILING EQUIPMENT

Cars	Average Cost	Av. Yrs. Life	Days Worked per Year	Depreciation	Tires Overhaul & Repairs	Rental Rate
Fords & Chevrolets	$ 700	3	300	$0.75	$0.50	$1.25
Trucks						
Fords & Chevrolets	1000	3	220	1.50	1.00	2.50
2 Ton F.W.D.	4300	5	200	4.30	3.20	7.50
3-1/2 Ton F.W.D.	6300	5	170	7.50	5.00	12.50
3-1/2 Ton Dump Trucks, Federals, etc.	4600	4	150	7.50	3.50	11.00
Oil Tenders; Liberty	8000	5	140	12.00	8.00	20.00
Oilers F.W.D. 6 Ton	10500	6	120	14.50	10.50	25.00
Water Tank	5000	5	200	5.00	3.00	8.00
Tractors						
Fordson	1300	5	155	1.70	1.30	3.00
McCormick-Deering	1450	5	160	1.80	1.70	3.50
60-Caterpillar	5800	4	160	9.00	6.00	15.00
Graders						
All Makes 10' Moldboard	1400	4	200	1.75	0.25	2.00
All Makes 12' Moldboard	2000	4	200	2.50	1.00	3.50
Adams 8' Scarifier	2000	4	200	2.50	1.00	3.50
All Makes Motorized Units without power	1400	4	200	1.75	0.50	2.25
Trailers						
Flat Bed 6 Ton Drop Frame	1500	7	50	3.75	2.75	6.50
" " 10 " " "	2000	7	50	5.75	4.25	10.00
Water Tank	900	7	100	1.25	1.00	2.25
Fuel Tank Insulated	1000	7	100	1.50	1.00	2.50
Oil Tank Insulated Tender	1700	7	100	2.50	2.50	5.00
Miscellaneous Equipment						
Boilers 20 H.P Portable	2700	5	160	3.40	1.60	5.00
[illegible]ort Portable	2800	4	120	6.00	5.00	11.00
[illegible]ders Mogul	4800	5	100	9.50	5.50	15.00
Loaders Special	2500	5	70	7.00	3.00	10.00
Shovel 1/4-3/8 yards	5400	3	160	11.25	3.75	15.00
" 1/2 yard	8200	4	160	12.75	4.75	17.50
Sweepers	900	5	60	3.00	2.00	5.00
Rollers 10 Ton Gas	4300	5	120	7.50	2.50	10.00
" 6 " "	3000	5	120	5.00	2.50	7.50
Disc Harrow	150	1	100	1.50	0.50	2.00

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Oregon Emergency F.A.P. No. 6

Post Office Building,
Portland, Oregon,

June 6, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,
W. H. LYNCH
District Engineer

By L. D. Caufield
Highway Engineer

Encl.

Enclosed are one copy each of approved estimate and specifications.

RECEIVED
JUN 8 1931
OREGON
STATE HIGHWAY COMMISSION

45

Apr 9350

Oregon Emergency Federal Aid Project No. 6.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 13, 1920, by the State Highway Commission of Oregon, and on February 19, 1920, by the Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on December 15, 1922, by the said State Highway Commission, and on January 13, 1923, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 6, now designated as Oregon Emergency Federal Aid Project No. 6; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 46.886 miles of graded road, of which 12.012 miles were surfaced with gravel, and 25 bridges of more than 20 ft. clear span 0.388 of a mile in length, in Wheeler and Grant Counties, for which the estimate approved was $822,361.34, and $369,141.94 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected and accepted, at a total cost of $880,070.36, and voucher in the sum of $387,473.21 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimates approved therefor to provide for the reconstruction of 3.401 miles of roadway in Unit 4, between stations 1035+00 and 1217+67, consisting of betterment of grades and alignment, widening the roadway, and constructing thereon an oil treated crushed rock surfacing 20 ft. wide; thereby reducing the length of said project from 47.274 miles to 47.238 miles; at an estimated cost of $90,525.05; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $880,070.36 to $970,595.41, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $357,473.21 to $430,044.22; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be provided to cover the State's share of the cost of construction, eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of four hundred thirty thousand, forty-four and 22/100 dollars ($430,044.22) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (c) to read:

"(c) By the State, in addition to funds heretofore provided, $47,954.04, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds' shall be provided from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

Between a point in Sec. 7, T.9 S., R.23 E., at the mouth of Service Creek in Wheeler County, and survey sta. 1217+67 in the S.E.¼ of Sec. 28, T.12 S., R.26 E., W.M., about ½ mile southeast of Valade Ranch in Grant County, (excepting therefrom six bridges of more than 20 ft. clear span at survey stations ~~641+06 to 641+29~~ ~~659+53 to 660+00~~, ~~744+00 to 744+47~~, ~~754+97 to 755+20~~ 768+08 to 768+31, and 872+82 to 873+05, respectively, 0.035 miles in total length), terminal points, a distance of 47.238 miles, known locally as the John Day Highway, between Arlington and a point on the Federal Aid Road near Dayville on Federal Aid Highway System Route No. 6, and between Mitchell and Dayville on Federal Aid Highway System Route No. 5, being Oregon Emergency Federal Aid Project No. 6, in Wheeler and Grant Counties, consisting of 46.850 miles of roadway and 25 bridges of more than 20 ft. clear span 0.388 of a mile in length."

Paragraph (c) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraphs (d) and (e) to read, respectively:

"(d) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

"(e) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $521,021.11, Federal Aid $365,047.10, 25 bridges, actual cost $149,574.30, Federal Aid paid $64,997.12."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of four hundred thirty thousand, forty-four and 22/100 dollars($430,044.22), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of nine hundred seventy thousand, five hundred ninety-five and 41/100 dollars ($970,595.41), the approved total estimated cost of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been

or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

"The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 30th day of April, 1931, and the Secretary of Agriculture on the 27th day of May, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By W. Church
Member, State Highway Commission

By C. K. Thompson
Member, State Highway Commission

R. M. Evans
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 6

45

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between a point in Sec.7, T.9 S., R.23 E., at the mouth of Service Creek in Wheeler County, and survey sta. 1217+67 in the S.E.¼ of Sec. 25, T.12 S., R.26 E., W.M., about 4 mile southeast of Valade Ranch in Grant County (excepting therefrom six bridges of more than 20 ft. clear span at survey stations 641+06 to 641+29, 659+53 to 660+00, 744+00 to 744+47, 754+97 to 755+20, respectively, 0.026 miles in total length), 768+08 to 768+31 and 872+82 to 873+05, locally known as the John Day Highway, between Arlington and a point on the Federal Aid Road near Dayville on F.A.H.S. Route No. 6, and between Mitchell and Dayville on F.A.H.S. Route No. 5, Wheeler and Grant Counties, and designated in the records of this Department as Emergency Federal Aid Project No. 6, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $970,595.41 in lieu of the previous actual payment of $387,473.21 as the total estimated cost of said project, and the sum of $430,044.22 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 22nd day of May one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans

Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—6839

#1245
Drainage
PR-6

June 1, 1931

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Bldg.,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to W. H. Puckett Company on contract No. 1245 - Rock Creek-Valadina Branch Section of the John Day Highway in Grant County. This payment will be made on or after June 11th, 1931.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PR 13-1

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Oregon/F.A.P. Nos. 134-C [redacted]

Emergency

Post Office Building
Portland, Oregon.

May 28, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

RECEIVED
JUN 1 1931
OREGON
STATE HIGHWAY COMMIS[illegible]

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield
L.J. Caufield
Highway Engineer

Encl.

One copy each of the approved detailed estimate and the approved special provisions for each project are enclosed.

Apr 6156

Oregon Emergency Federal Aid Project No. 134, Section C.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 9, 1929, by the State Highway Commission of Oregon, and on December 5, 1929, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on September 9, 1930, by the said State Highway Commission, and on October 15, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 134, Section C, now designated as Oregon Emergency Federal Aid Project No. 134, Section C; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section C to provide for the construction of a waterbound crushed rock surfacing between survey stations 957+00 and 1185+19.3, and to provide for the substitution of a pipe culvert for the bridge at sta. 1162+80; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $143,631.40 to $176,039.05, and that the Federal funds approved and set aside to the credit of said Section C be increased from $89,351.81 to $105,456.49; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be provided to cover the State's share of the cost of construction, eligible thereto:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred five thousand, four hundred fifty-six and 49/100 dollars ($105,456.49) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article I shall read:

> "Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:
>
> (a) By the State, $16,731.82, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction shall be met from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

Between survey station 517+80 at the end of Section B of said project near Fort Creek in the S.W.¼ of Sec.15, T.12 S., R.24 E., W.M., and survey station 1185+19.3 in the S.E.¼ of Sec.2, T.12 S., R.24 E., W.M., terminal points, a distance of 6.958 miles, known locally as the Fort Creek-Barnhouse Ranch Section of the Ochoco Highway, Federal Aid Route No. 5, between Mitchell and Dayville, Wheeler County, being Oregon Emergency Federal Aid Project No.134, Section C, consisting of 6.943 miles of roadway and one bridge of more than 20 ft. clear span 0.015 of a mile in length."

Paragraph (b) of Article III shall read:

"(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $173,058.05, Federal Aid $103,601.42; one bridge, approved estimate $2,951.00, Federal Aid $1,855.07."

Paragraph (c) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (d) to read:

"(d) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of one hundred five thousand, four hundred fifty-six and 49/100 dollars ($105,456.49), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventy-six thousand, thirty-nine and 05/100 dollars ($176,039.05), the approved total estimated cost of Section C of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 2nd day of April, 1931, and the Secretary of Agriculture on the 16th day of May, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzer
Chairman, State Highway Commission

By T A Lynch
Member, State Highway Commission

By C K Thomas
Member, State Highway Commission

AMS C W Marvin
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 134, Section C.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 517+50 at the end of Section B of said project near Fort Creek in the S.W.¼ of Sec.15, T.12 S., R.24 E., W.M., and survey station 1185+19.3 in the S.E.¼ of Sec.2, T.12 S., R.24 E., W.M., locally known as the Fort Creek-Barnhouse Ranch Section of the Ochoco Highway, Federal Aid Route No. 5, between Mitchell and Dayville, Wheeler County, and designated in the records of this Department as Project No. 134.1 Emergency Federal Aid Section C, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $176,039.05 in lieu of the $89,381.81 approved by Certificate of October 15, 1930, as the total estimated cost of said project, and the sum of $105,456.49 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of Section C of said total estimated cost.

Done at the city of Washington, this 16th day of May one thousand nine hundred and ....., as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting *Secretary of Agriculture.*

8—4880

Ans

FORM S-O-1 S-17416 2000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

May 18, 1931.

ppb

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

I am enclosing herewith, for your approval, an Order For Extra Work covering the cleaning out of slides and the day lighting of a cut on the Willow Creek-Valades Ranch section of the Ochoco Highway.

RECEIVED
MAY 19 1931
OREGON
STATE HIGHWAY COMMISSION

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Hyatt
Div. Office Engineer

kdl/c
encls.

Form 30—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED PRG

Date May 16, 1931

Job name Rock Cr.-Vinaac Rd.

Week from 9 to 16

Mail address Dayville

Highway John Day

Telegraph or telephone address "

County Grant Job prefix 12PG

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

A crew of 5 men have been ditching and cleaning up [illegible] this week and will finish on Tuesday of next week

RECEIVED
MAY 21 1931
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information)

Signed Alan Leigh

Title R.E. Engr.

PR 6

GRADING CONSTRUCTION

Total miles of grading in project 3.5

Miles completed 3.5

Miles completed except finishing 0

Total cubic yards in project 57000

Cubic yards moved to date 60495

Miles covered by contractor's forces 35

Miles cross-sectioned 3.5

Miles cross-sections completed and checked 35

Miles to be remeasured 0

Number men in Engineering Party 2

Contractor's average force for week 5 men,

— teams, — steam shovels

Grading work will be completed about May 19-1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 12 PG Percentage 50
2. 25 PL Percentage 25
3. 35 PK Percentage 25
4. ..... Percentage .....

PR 6

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

April 24, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing three copies of modified project agreement covering the reopening of Oregon Emergency Federal Aid Project No. 6 Reopened, which you are requested to have the Commission sign and return to this office.

It is noted that your estimate of February 13, 1931, shows the south terminus of the project to be Sta. 1217+67, while the Special Provisions of the contract specify that the improvement extends to Sta. 1221+50 where it connects with the existing road. Inasmuch as the Federal Aid project ends at Sta. 1217+67, quantities between this station and 1221+50 should not be included in Federal Aid vouchers.

Several changes were necessary in the estimate as prepared by you under date of February 13, 1931, so, for the sake of clarity, the estimate has been rewritten and a copy is enclosed for your files. Your attention is called to some of the revisions made in this estimate as follows:

The Federal Aid paid per mile for Surfacing Unit 2, as shown on the second page of the estimate seems to be in error. We have changed this figure to $1,948.46.

Referring to your statement relative to the cost of bridges over 20' span, particularly to the bridge at Sta. 34+50, Unit 3, it is noted that on this statement a unit price of $125.00 per M has been used for lumber, while the original agreement estimate and final voucher show $100.00 for this unit price. At $100.00 per M, the cost is $1,362.20 and the estimate has been changed accordingly.

On account of the increased cost of the bridge in Unit 3 above mentioned, there has been a slight reduction in the additional Federal Aid per mile allowable for new work.

In accordance with Regulations governing the Emergency Act, Federal Aid has been allotted to the new work, both the portions to be done before and after September 1, at the maximum per mile allowable.

On future project with similar conditions, we would appreciate

having the estimate prepared similar to the revision of the one for this project.

Before returning the signed agreements, will you please complete the description on page 3 by indicating the stations of the bridges listed as exceptions.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

PR 6

Road Cr - Value Rental

PR *

March 31st, 1931.

Mr. Dean Swift,
Resident Highway Engineer,
Dayville, Oregon.

Dear Sir:

Reference is made to your letter of March 27th relative to overhaul and truck haul.

In a haul balance that is more than 1,000 feet long, 300 feet should be worked up as free haul. The next 700 feet should be worked up as overhaul, and the remainder should be worked up as truck haul.

Truck haul should be allowed on all material that is hauled more than 1,000 feet. The haul does not have to be 1,300 feet long before truck haul is resorted to. There is no free haul in connection with truck haul, and truck haul distances should, in every case, be measured from the place of excavation.

We do not know that this explanation is any more complete or clear than the specification which is given on page 25 of the standard specification form. The specification appears to us to be absolutely definite, and we believe that, if you will study it carefully, you will find that it has but one interpretation. In case, however, any uncertainty remains, we will be glad to answer further inquiries.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EH

cc to K. D. Lytle.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Dayville, Ore.
Mar.27,1931.

IN REPLY PLEASE
REFER TO FILE NO.

Mr.S.H.Probert,
Oregon State Highway Dept.
Salem, Ore.

Dear Sir:

Would you please give me some instructions relative to overhaul and truck haul.

In a haul balance that is more than 1000 feet long and where truck haul is a bid item,would you work up 1000 feet of it as overhaul and the remainder as truck haul,or would it all be truck haul ? The way I read the specifications a haul has to be 1300 feet long before truck haul is resorted to,is this right?

Thanking you for the information,I remain,

Very truly yours,

Dean Swift

Res. Engr.

FORM A-G-1 S-17410 5000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

P R 6

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

March 9, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached please find Price Agreement covering the installation of a concrete box culvert by the W. H. Puckett Company under this contract No. 1245, which I ask that you approve.

We originally planned to substitute this culvert for the bridge we now have across Cottonwood Creek but as the bridge has just been redecked last summer it was thought best to use the present structure until the deck is worn out.

A cattle pass just east of the east end of this project was in such a shape that it was necessary to renew it at once and we planned to construct the concrete culvert there to be used as a cattle pass.

Yours very truly

K. D. Lytle

K. D. Lytle
Ass't. Division Engineer

kdl/c
encls.
cc. Mr. C. W. Wanzer

PR 6
Reopened

March 4th, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Service Creek-Valadez Ranch Section, Project No. 6 reopened. Six copies of cost analysis covering the preliminary oil treatment are likewise enclosed.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/MK.

encl.

Oregon State Highway Department — Emergency Project No. 6 (Resp.)

SANDY-SUMMIT-VALADES RANCH SECTION

OF THE JOHN DAY HIGHWAY IN GRANT AND WHEELER COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 15, 1951.

Final Quantities as shown by Final Vouchers

Grading, Units 1, 2, 3 and 4

Final cost on completed roadway	$550,654.51
Overrun	61,171.09
Engineering and contingencies	79,627.89
Total actual cost (grading)	$691,454.09

Surfacing, Unit No. 2

Final cost	$ 34,802.84
Engineering and contingencies	3,918.78
Total actual cost (surfacing Unit No. 2)	$ 38,721.62

Bridges, Units 1, 2, 3 & 4

Final cost	$132,286.55
Overrun	1,228.70
Engineering and contingencies	16,423.80
Total actual cost (bridges)	$149,939.05

Federal Aid paid on roadway Units No. 1, 2, 3 and 4 (grading)	$298,907.55
" " " " Unit No. 2 (surfacing)	33,404.91
" " " " bridges, Units No. 1, 2, 3 & 4	55,160.85
Total Federal Aid paid (all work)	$387,473.31

Unit No. 1, Sta. 0+00 to Sta. 638+77.6

Length of Roadway (Excluding bridges)	12.836 miles
Length of 11 bridges over 20' span - 673 feet	.128 "
Total length, Unit No. 1,	12.964 "

Unit No. 2, Sta. 638+77.6 to Sta. 1255+82.4

Length of Roadway (Excluding bridge)	12.012 miles
Length of 5 bridges over 20' span - 259 feet	.049 "
Length of Unit No. 2	12.061 "

Unit No. 3, Sta. 1558+82' to Sta. 855+00.0

Length of Road (Excluding bridges)	11.[illegible] miles
Length of 6 bridges over 20' span, 691 feet	.131 "
Length of Unit No. 3	11.[illegible] "

Unit No. 4, Sta. 855+00.0 to Sta. 26+00.0

Length of Roadway (Excluding bridges)	10.815 miles
Length of 10 bridges over 20' span - 587 feet	.111 "
Length of Unit No. 4	10.[illegible] "
Total length of Project, (Excluding Bridges)	46.[illegible] miles
Length of bridges over 20' span, - 2210 ft.	.418 "
Total length of Project (including bridges)	47.[illegible] "
Cost per mile, Roadway (grading project)	$14,747.15
" " " , Surfacing Project (Unit No. 2)	5,223.56
Federal Aid paid per mile (grading project)	6,375.19
" " " " " surfacing project (Unit No. 2)	1,918.12
Total Federal Aid paid per mile, Units 1, 3 and 4 (roadway)	6,375.19
" " " " " " , Unit No. 2 (roadway)	3,293.81

New York, Unit No. 4, Sta. 1038+00 to Sta. 1217+67.

Grading (Contract Prices)

All Required	Clearing and Grubbing	$	$200.00
10,000 cu. yds.	Common Excavation	0.26	2,600.00
16,000 cu. yds.	Intermediate Excavation	0.30	4,800.00
51,000 cu. yds.	Solid Rock Excavation	1.10	54,100.00
98,000 yd. stas.	Overhaul	0.01	1,980.00
8,700 yd. mis.	Truck Haul	0.20	1,740.00
50 cu. yds.	Class "A" Concrete	25.00	1,250.00
5,000 lbs.	Metal Reinforcement	0.10	500.00
400 cu. yds.	Riprap	1.75	700.00
500 sq. yds.	Hand-placed Rock Slopes	2.00	1,000.00
3,000 cu. yds.	Earth Cushion	0.20	600.00
5,000 yd. mis.	Earth Cushion Haul	0.20	1,000.00
200 lin. ft.	12" Corr. Galv. Iron Pipe	1.40	280.00
50 lin. ft.	15" Corr. Galv. Iron Pipe	1.60	80.00
200 lin. ft.	18" Corr. Galv. Iron Pipe	2.30	460.00
200 lin. ft.	24" Corr. Galv. Iron Pipe	3.25	650.00
	Sub-total, grading		$1,920.00
	10% Engr. & Cont.		5,192.00
	Total, grading		$57,112.00

Surfacing

4,800 cu. yds.	Base Materials in Surfacing	$1.88	$9,024.00
4,200 cu. yds.	Top " " "	1.91	8,022.00
1,300 cu. yds.	Key " " "	2.04	2,652.00
1,800 cu. yds.	Screenings in Surfacing	2.10	3,780.00
800 cu. yds.	Filler	0.25	200.00
1,600 yd. mls.	Filler Haul	0.18	288.00
1,050 cu. yds.	Selected Borrow	0.35	367.50
500 M-Gals.	Sprinkling	1.50	750.00
36,000 sq. yds.	Oiling macadam base	0.16 (Est)	5,760.00
	Sub-total, surfacing		$30,375.50
	10% Engr. & Const.		3,037.55
	Total		$33,413.05
	Sub-total		$82,195.50
	10% Engr. & Cont.		8,229.55
	Total		$90,425.05

Original length reop. portion (Sta. 1037+78.8 to Sta. 96+00) 3.401 miles (net).
Revised length reop. portion (Sta. 1038+00 to Sta. 1217+67) 3.365 " (net).

Total net length, Unit No. 4 10.777 " (revised)
Length of bridges, Unith No. 4 584 feet 108 " " "
Gross length of Unit No. 4 10.882 " " "
Cost per mile new work, $86,301.04
Estimated per cent complete on Sept. 1, 1931 65+%

Adjusted Federal Aid on reopened portion, $6,87 .19 x $\frac{3.401}{3.365}$ = $6,443.33

Deficiency, = $\frac{20,000 - 6443.33}{20,000}$ - 0.67785

Federal Aid allowable per mile 0.67785 x 18,669 = $12,654.40
Total Federal Aid allowable on reopened portion, $12,654.40 x 3.365 = $42,582.05

SUMMARY

Item	Total Cost	Federal Aid	Emergency Advance Funds	State Funds
Work to be done prior to Sept. 1, 1931.	$57,112.00	$17,185.60 (30%)	$31,411.60 (55%)	$8,566.80
Work to be done subsequent to Sept.1, 1931	33,413.05	20,792.94 (62.25%)	- -	12,620.11
	$90,525.05	$37,926.54	$31,411.60	$21,186.91

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.
" " " Maintenance: Chapter 41, Laws 1927.

[redacted] - VALADEZ RANCH

ANALYSIS OF COST FOR

[redacted] OIL TREATMENT

[redacted] No. 2a

	Per Sq. Yd.
Preparing Area	$ .020
No. 3 Oil	.035
Heating, Hauling and Spreading Oil	.019
Aggregate	.036
Loading, Hauling and Spreading Rock	.027
Moving and Setting Up Plant	.003
Supervision	.002
	$ .180 Per Sq. Yd.

PR

PRG

PR*

BEND, OREGON

February 10, 1931.

Mr. K. D. Lytle,
Assistant Division Engineer,
Bend, Oregon.

Dear Sir:

Reference is made to your letter of February 6th, relative to the substitution of a flume for an irrigation ditch on the property of Mr. Cant, which work relates to the Rock Creek-Valadez Ranch Section of the John Day Highway.

Mr. Klein approves this substitution, and your requisition for the necessary materials has been forwarded to the Purchasing Department as requested.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:MR

cc to Dean Swift

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

February 6, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

In the construction of the Rock Creek-Valades Ranch Section of the John Day Highway it is necessary that we substitute a flume for an irrigation ditch. We have taken the matter up with Mr. Cant, the owner of the ditch, and have had him write us a letter stating that the type of flume we plan on building will be satisfactory to him.

We are enclosing, for your files, Mr. Cant's letter of agreement on this matter. I am also attaching a requisition for materials needed in the construction of this flume and if this matter is satisfactory to you, will you kindly forward the requisition to Mr. Campbell?

We will get out an Extra Work Order covering the labor necessary to construct this flume.

Cant

OK please ack. and handle.

Yours very truly

K. D. Lytle

K. D. Lytle
Ass't. Division Engineer

kdl/c
cc. Mr. Dean Swift.
Encls.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Dayville, Ore.
Feb.4,1931.

Mr.K.D.Lytle,Asst.Div.Engr.
Bend. Ore.

Dear sir;

The 42" Coast Type of metal flume,laid on 2"x6"s longitudinally,with upright posts of 4"x4" material every 8 feet,which have both sway,and longitudinal braces of 2"x4" material,the posts to be set on concrete footings, is satisfactory to me.

Very resp.

Jas Cant

Form 39—E-18160—1500—9-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR 6

Date Feb 14, 1931

Job name Willow Cr-Valade Rd.

Week from Feb-7 to 14

Mail address Dayville

Highway Ochoco & John Day

Telegraph or telephone address "

County Wheeler Job prefix 35PL

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors have started to set up a crushing plant at Sta. 1460 and has several truck loads of equiptment on the job. They put on special borrow for the shoulders two days of this week, and are also drilling the quarry.

(See back of this sheet for instructions and detailed information.)

Signed Dean Swift

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 17.73

Miles completed 0

Miles partially done 0

Total cubic yards in project 13500

Cubic yards produced to date 0

Average daily yardage produced this week 0

Average daily yardage necessary to complete on time 0

Contractor's average force for week ..... 15 *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party 4

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 2 S.P.L. ..... *Percentage* 15
2. ..... 12 F.G. ..... *Percentage* 85
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1257
W. H. Puckett & Co.

PR6

February 13, 1931

Union Oil Company of California
604 Yeon Building
Portland, Oregon

Gentlemen;

Receipt is acknowledged of your letter of February 12th in which you make inquiry concerning W. H. Puckett and Company. Please be advised that the above company have state highway contract #1257 which is known as the Willow Creek-Valadez Ranch Section of the Ochoco and John Day Highways in Grant and Wheeler Counties. This work consists of 17.73 miles of surfacing.

The completion date of the contract is December 31, 1931. The bond in connection with this contract was furnished by the Fidelity & Deposit Company of Maryland, for whom R. E. Pinney, Failing Building, Portland, Oregon, is resident agent. The amount of the bond is $75,030.50.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcL:W

#1257

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 0521

602-621 YEON BUILDING
Portland, Oregon

February 12, 1931

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

RE: W. H. PUCKETT AND COMPANY
London Account

It is reported that the above concern has been granted a contract for construction work on the Rock-Creek-Valades Ranch Section of the John Day Highway, covering additions of 3.47 miles.

Will you kindly advise us whether or not this is true and if so, what is the job number, amount of contract and bonds, also the date the contract is to be completed?

A stamped, addressed envelope is inclosed for your convenience in replying.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

G W Schattner

PJC S District Manager.

#1257
PR6

February 10, 1931

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

In response to your letter of the 4th instant we wish to advise that the information in regard to the W. H. Puckett Co. contract is as follows:

Contract No. 1257 - Willow Creek-Valadez Ranch Section of the Ochoco and John Day Highways in Wheeler and Grant Counties. Consists of 17.73 miles of surfacing. Amount of the contract is $150,161.00 and the amount of the bond is $75,080.50. Completion date is December 31, 1931. Bond was furnished by Fidelity and Deposit Company of Maryland for whom R. E. Pinney, Failing Bldg., Portland, Oregon, is resident agent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Glaisyer,
Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8521

602-621 YEON BUILDING
Portland, Oregon

February 4, 1931

Oregon State Highway Commission,
Salem, Oregon.

RE: W. H. PUCKETT CO.
Condon Account

Gentlemen:

This concern has recently been awarded two contracts, one for straightening the John Day Highway at Rock Creek near Dayville, and the other for the gravel job on the John Day to Mitchell Cut-Off.

Will you kindly give us the correct descriptions and job numbers of both of these contracts and the approximate dates that they will be completed?

A stamped, self-addressed envelope is inclosed for your convenience in replying.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

G W Schattner

District Manager.

PJO S

PR6

February 5, 1931

W. H. Puckett Company
Boise, Idaho

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the surfacing of the Willow Creek-Valadez Ranch Section of the Ochoco and John Day Highways in Wheeler and Grant Counties.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

Inc.

PR6

January 30, 1931

W. H. Puckett Company
319 Broadway
Boise, Idaho

Gentlemen:

We are returning to you today by express three copies of the contract that was awarded to you by the State Highway Commission on December 26, 1930 for the regrading of the Rock Creek-Valades Ranch Section of the John Day Highway in Grant County, contract #1245.

It is noted on Page 99 that this contract has been signed by W. H. Puckett, Vice President and General Manager, as party of the second part and the seal of your corporation has been affixed thereto. Mr. C. W. Joslyn, Secretary-Treasurer has signed these contracts simply as a witness and not as a party of the second part. It is respectfully requested that Mr. Joslyn sign each of these contracts directly under the name of Mr. Puckett. Will you please see that this is done and then return all three copies to this office.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

KEG:W

PRG

January 27, 1951

W. H. Packett Company
819 Broadway Street
Boise, Idaho

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the regrading of the Rock Creek-Valedon Ranch Section of the John Day Highway in Grant County.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

Inc.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING
PORTLAND, OREG.

January 24, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Federal Aid Project No. 6 Reopened, 3.47 miles of grading, the bids for which were opened December 11, and contract awarded on December 26 to W. H. Puckett, Boise, Idaho, who submitted the low bid. As advised at that time, the award was concurred in by this office and you are further advised of our concurrence in the award as an Emergency Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Senior Highway Engineer

do not want to raise the question
Let B. of P Rds. do it. HMS 1/26/31

PR6

January 24, 1931

Mr. C. W. Wenzer
Division Engineer
Oregon State Hwy. Dept.
Bend, Oregon

Attention: Mr. Lytle

Dear Sir:

Reference is made to your letter of the 22nd instant concerning the description of the government land which is needed for the extra right of way for the Rock Creek-Valade Ranch Section of the John Day Highway. Neither of these two tracts described come within the boundaries of the 1600 acre tract that we have acquired from the government under the provisions of the Recreational Act and so must be handled as a separate transaction.

Regarding the acquisition of right of way across government land, I quote to you a portion of a letter written by Mr. Klein to H. G. Smith on December 30, 1926 which, perhaps, will cover the situation:

> "In this state we have never gone to the trouble of making application nor of filing the maps as required, going on the theory that, once the road was established, it could be held against subsequent homestead entry. However, it would seem desirable, in order to definitely determine the width that right of way posts should be set at intervals across government land in order to definitely mark the right of way limits where there are no fences which, of course, will be the general condition. In these cases it would be well to mark not less than 80 feet, and 100 feet if it appears desirable."

It is noted in one of the descriptions that you submitted, that 80' width right of way is desired and in the other 80' width was required over part of the distance and 180' over the balance. It is thought that if you will set posts as suggested by Mr. Klein at intervals across this government land that our rights will be protected without going through the formality of filing applications and submitting maps to the government. Of course, a portion of the land--we have reference now to that situated in Section 20--has been withdrawn from entry as a power site reserve and just what bearing this would have on our right of way is not known but believe that the Federal Power Commission would have no objections since the proposition is simply one of widening present right of way.

Mr. Klein says forget this
do not want to raise the question
Ltr 3-7 PRd. Co it. HHS 1/28/31

Mr. C. W. Wanser
January 24, 1931

I will confer with Mr. Klein further on this matter and if he thinks it advisable to make formal application to the government for this right of way, then we will do so and advise you later of the action taken on our request.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:S

...AN DUZER, CHAIRMAN, PORTLAND
...E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

January 22, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

I am enclosing two descriptions and a letter regarding the same. The land covered by these descriptions is recorded as Government land and we assume that it will not be necessary for us to do anything further as to acquiring this right of way.

It may be that this land is within the area recently set aside by the Government as recreational area as a large tract of some 1600 acres was recently deeded to the State for that purpose, but we do not have the description of it.

Yours very truly

C. W. Wanzer
Division Engineer

By K. D. Lytle
Div. Office Engineer

RECEIVED
JAN 23 1931
OREGON
STATE HIGHWAY

kdl/c
encls.

ANSWERED
H. B. G.

U. S. Gov't.

A parcel of land, being a portion of the following described property.

The S.E. 1/4 of the N.E. 1/4 of Section 18 T. 12 S.; R. 26 E. W. M., Grant County, Oregon.

The said parcel being all that portion of the foregoing described property included in a strip of land 80 feet in width, 40 feet on each side of the center line of the John Day Highway as surveyed over, in and across or adjacent to the said property, the location of the said strip of land, (insofar as it encroaches upon said property) being determined by the said center line from station 1049+63.1 to 1062+11.3; which portion of center line is described as follows:

Beginning at center line station 1049+63.1, opposite to and 40 feet distant from which point, the westerly line of said strip of land intersects the north line of said property; said beginning point also being approximately 1390 South and 475 West of the

N.E. corner of said Section 18; Thence on a 955 foot radius curve left (the long chord of which curve bears S. 24°29' E) a distance of 46 feet; Thence S 25°57' E. a distance of 81.8 feet; Thence on a 955 foot radius curve right, (the long chord of which curve bears S 17°57' E.) a distance of 263.9 feet; Thence S. 10°02' E. a distance of 250 feet; Thence on a 716.3 foot radius curve left, (the long chord of which curve bears S 25°46' E) a distance of 393 feet; Thence S. 41°30' E. a distance of 117.2 feet; Thence on a 573 foot radius curve left (the long chord of which curve bears S 46°21' E) a distance of 97 feet to station 1062+11.3, opposite and 40 feet distant from which station, the westerly line of said strip of land intersects the east line of said property. The parcel of land to which this description applies, contains 0.60 acres exclusive of that portion which lies within the existing highway right of way.

C-7822—5M—2-28.

RIGHT OF WAY DESCRIPTION

Sheet No. 1(a)

Owner's name U.S.Govt — Rock Creek Valade Ranch — Section

Owner's address — John Day — Highway

Grant — County

All that portion of the property of U.S.Govt in S.E.1/4 of N.E.1/4

Sec 18 T 12 S. R 26 E (State quarter section, township and range in which property is located), in Grant County,

included within a strip of land { 80 feet in width, being 40 feet on each side of / ~~of varying width, lying along and on both sides of~~ } the center line of the John Day Highway, as surveyed over and across or adjacent to said property; which center line is located as follows:

Beginning at engineer's center line station 1049/79.1, which station is 465 feet West and 1320 feet South of the N.E. corner of Section 18, Twp. 12 S, Range 26 E W. M.; thence along a955.0 foot radius curve to the left(whose long chord bears S 16°48'E) a distance of 30.0 feet; thence S25°52'E. a distance of 81.8 feet;thence along a 955.0 foot radius curve to the right(whose long chord bears S.17°57'E.) a distance of 263.9 feet, thence S.10°02'E. a distance of 250.0 feet; Thence along a 716.3 foot radius curve to the left(whose long chord bears S.25°46'E) a distance of 393.3 feet; thence S41°30'E a distance of 117.2 feet; thence along a 573.0 foot radius curve to the left(whose long chord bears ~~S.42°57'E.~~) a distance of 60 feet.

Except: Thence from the said point with the present [illegible]

to engineer's station 1061/74.3 which station is approximately 2475 feet South and ..... feet ..... of the N.E. corner of Section 18, Twp. 12 S, Range 26 E W. M.

The width (in feet) of the strip of land above referred to is as follows:

Station to Station		Total Width (Feet)	Width on Notth Side of center line	Width on South Side of center line
1049/79.1	1061/74.3	80	40	40

The parcel of property to which this description applies contains approximately 0.6 acres.

INSTRUCTIONS—If the strip of land referred to in the description is of varying width, strike out the upper line of italic in the fourth line of the first paragraph. If the strip of land referred to is of uniform width, strike out the lower line of italic in the fourth line of the first paragraph and all of the third paragraph.

In the center line description, show courses and lengths of tangents, and radii, directions and lengths of curves.

Do not use this form of description for irregular tracts which can be better described by metes and bounds.

Lt/Lte S. Govt Rt/Rte

A parcel of land, being a portion of the following described property
The E½ of the N.W. ¼ and the N.E. ¼ of the S.W. ¼
of Section 20 T. 17 S., R 26 E. W. M., Grant County,
Oregon.
The said parcel being all that portion of the foregoing
described property included in a strip of land
of variable width, on each side of the center
line of the John Day Highway as surveyed over
and across or adjacent to the said property;
the location of the said strip of land, (insofar as it
encroaches upon said property) being determined
by the said center line from Station 1097+06
to 1139+45; which portion of center line is described as follows:
Beginning at center line Station 1097+06, opposite
and 40 feet distant from which point, the easterly
line of said strip of land intersects the north line
of said property; said beginning point also being
approximately 10 feet north and 1890 feet
East of the N.W. Corner of said Section 20;

Thence S. 7°04'W. a distance of 1079.2 feet;
Thence on a 716.3 foot radius curve left, (the long chord of which curve bears S. 0°30½'W.) a distance of 164 feet; Thence S. 6°03'E. a distance of 160.9 feet;
Thence on a 409.3 foot radius curve left, (the long chord of which curve bears S 30°38½'E.) a distance of 351.3 feet;
Thence S. 55°14'E. a distance of 144.5 feet;
Thence on a 716.3 foot radius curve right, (the long chord of which curve bears S. 37°07'E.) a distance of 452.9 feet;
Thence S. 19°00'E. a distance of 748.0 feet;
Thence on a 716.3 foot radius curve right, (the long chord of which curve bears S. 7°08'E.) a distance of 296.7 feet;
Thence S 4°44'W. a distance of 748.5 feet;
Thence on a 1146 foot radius curve left (the long chord of which curve bears S. 2°23'E.) a distance of 94.2 feet;
to Station 1139+45, opposite and 140 feet distant from which Station, the easterly line of said strip of land intersects the south line of said property;

The widths in feet of the strip of land above referred to is as follows:

Station to	Station	Total Width	Width on East side of Centerline	Width on West side of centerline
1097+06 to	1125+00	80'	40'	40'
1125+00 to	1139+45	180'	140'	40'

The parcel of land to which this description applies, contains 3.70 acres exclusive of that portion which lies within the existing highway right of way.

7822 —5M—2-28.

RIGHT OF WAY DESCRIPTION

Sheet No. 2

Owner's name U.S.Govt. Rock Creek-Valade Ranch Section

Owner's address John Day Highway

Grant County

All that portion of the property of U.S.Govt.

in W. 1/2

Sec 20 T.12 S.R.26 E.W.M., in Grant County,
(State quarter-section, township and range in which property is located)

included within a strip of land { ~~of uniform width, lying equally on both sides of~~ *of varying width, lying along and on both sides of* } the center line of the John Day Highway, as surveyed over and across or adjacent to said property; which center line is located as follows:

Beginning at engineer's center line station 1097+15, which station is 735.0 feet West and ..... feet ..... of the 1/4 corner of Section 17 - 20 Twp. 12 S., Range 26 E. W. M.; thence S.7 °04'W. a distance of 1070.2 feet,; thence along a 716.3 foot radius curve to the left (whose long chord bears S.0°31'W) a distance of 164.0 feet,; thence S.6 ° 03'E. a distance of 160.9 feet,; thence along a ~~1032~~ 409.3 foot radius curve to the left (whose long chord bears S.30°38'E.) a distance of 351.3 feet,; thence S55:14'E. a distance of 144.5 feet,; thence along a 716.3 foot radius curve to the right (whose long chord bears S.37°07'E.) a distanc eof 452.9 feet,; thenceeS.19°00'E. a distanceeof 748.0 feet,; thence along a 716.3 foot radius curve to the right (whose long chord bears S.7°08'E.) a distanc e of 296.7 feet,; thence S.4°44'E. a distance of 748.5 feet,; thence along a 1146.0 foot radius curve to the left (whose long chord bears ~~S.37°49'E.~~) a distance of 94.2 feet

Excepting therefrom the land within the present 60 foot right of way.

to engineer's station 1139+45.0 which station is approximately 1313.0 feet North and 80.0 feet West of the 1/4 corner of Section 20 - 29, Twp. 12 S., Range 26 E. W. M.

The width (in feet) of the strip of land above referred to is as follows:

Station to Station		Total Width (Feet)	Width on East Side of center line	Width on West Side of center line
1097+15	1125+00	80	40	40
1125+00	1139+45	180	140	40

The parcel of property to which this description applies contains approximately 3.2 acres.

INSTRUCTIONS—If the strip of land referred to in the description is of varying width, strike out the upper line of italic in the fourth line of the first paragraph. If the strip of land referred to is of uniform width, strike out the lower line of italic in the fourth line of the first paragraph and all of the third paragraph.

In the center line description, show courses and lengths of tangents, and radii, directions and lengths of curves.

Do not use this form of description for irregular tracts which can be better described by metes and bounds.

...30
...BERS
...N DUZER, CHAIRMAN, PORTLAND
...L. GATES, MEDFORD
M. A. LYNCH, REDMOND

RIGHT OF WAY DESCRIPTION

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

...Salem, ...gon,

...bruary 17, 1931.

IN REPLY PLEASE
REFER TO FILE No.

...r,
...ision Engineer,
...em, Oregon.

Dear Sir:

...ering United States Lands upon which the John Day Highway passes and upon which additional right of way will be needed for the work on F.A. 188 Grass Valley-Wasco Junction section.

...ntry of the level land ...ice shows that the land in the NE ¼ Section 13 is over ...ty with...l ...s. ...as are in the ...of ... Sec. 13, ...ion ...ed. ...

...

...

RIGHT OF WAY DESCRIPTION

Sheet No. 2

Name Greek-Valade Ranch Section

John Day Highway

Grant County

All that portion of the property of Valade

in

and the [illegible] in Grant County,

included within a strip of land [illegible] the center line of the

Highway as surveyed over and across

the undersigned by said property, which center line is located as follows:

Beginning at engineer's center line station [illegible] which station is [illegible] feet

and [illegible] from the [illegible] corner of Section [illegible] Township 14 South, Range 28 E.

W. Willamette Meridian, in distance of [illegible] feet, thence along a [illegible]

radius curve to the left [illegible] long chord bears [illegible] a distance

of [illegible] feet, thence [illegible] a distance of [illegible] feet, thence along a [illegible]

radius curve to the left [illegible] long chord

[illegible] a distance of

[illegible] feet, thence along a [illegible]

radius curve to the right [illegible]

a distance of [illegible] feet, thence along a [illegible] radius curve to the

right [illegible] a distance of [illegible] feet,

[illegible] a distance

7822—5M—2-28.

RIGHT OF WAY DESCRIPTION

Sheet No. 2

Owner's name U.S.Govt. Rock Creek-Valade Ranch Section

Owner's address John Day Highway

Reclamation Withdrawal, March 27, 1917 Grant County

All that portion of the property of U.S.Govt.

in W. 1/2

Sec 20 T.12 S.R.26 E.W.M., in Grant County,
(State quarter-section, township and range in which property is located)

included within a strip of land { ~~of uniform width, being x feet on each side of~~ / *of varying width, lying along and on both sides of* } the center line of the John Day Highway, as surveyed over and across or adjacent to said property; which center line is located as follows:

Beginning at engineer's center line station 1097+15, which station is 735.0 feet West and ..... feet ..... of the 1/4 corner of Section 17 - 20 Twp. 12 S., Range 26 E. W. M.; thence S.7°04'W. a distance of 1070.2 feet,; thence along a 716.3 foot radius curve to the left (whose long chord bears S.0°31'W.) a distance of 164.0 feet,; thence S.6°03'E. a distance of 160.9 feet,; thence along a ~~1272~~ 409.7 foot radius curve to the left (whose long chord bears S.20°38'E.) a distance of 751.6 feet,; thence S.55°14'E. a distance of 144.5 feet,; thence along a 716.3 foot radius curve to the right (whose long chord bears S.37°07'E.) a distance of 457.9 feet,; thence S.19°00'E. a distance of 748.0 feet,; thence along a 716.4 foot radius curve to the right (whose long chord bears S.7°08'E.) a distance of 296.7 feet,; thence S.4°44'E. a distance of 748.5 feet,; thence along a 1145.7 foot radius curve to the left (whose long chord bears S.22°49'E.) a distance of 94.2 feet

to engineer's station 1139+45.0 which station is approximately 1313.0 feet North and 80.0 feet West of the 1/4 corner of Section 20 - 29, Twp. 12 S., Range 26 E. W. M.

The width (in feet) of the strip of land above referred to is as follows:

Station to Station		Total Width (Feet)	Width on East Side of center line	Width on West Side of center line
1097+15	1125+00	80	40	40
1125+00	1139+45	180	140	40

RECEIVED
JAN 23 1931
OREGON

The parcel of property to which this description applies contains approximately 32. acres.

INSTRUCTIONS—If the strip of land referred to in the description is of varying width, strike out the upper line of italic in the fourth line of the first paragraph. If the strip of land referred to is of uniform width, strike out the lower line of italic in the fourth line of the first paragraph and all of the third paragraph.

In the center line description, show courses and lengths of tangents, and radii, directions and lengths of curves.

Do not use this form of description for irregular tracts which can be better described by metes and bounds.

C-7822--5M--2-28.

RIGHT OF WAY DESCRIPTION

Sheet No. 1(a)

Owner's name U.S.Govt — Rock Crack Valade Ranch — Section

Owner's address — John Day — Highway

Power Site Withdrawal #65, July 2, 1910. — Grant — County

All that portion of the property of U.S.Govt

in S.E.1/4 of N.E.1/4

Sec.18, T 12 S. R 26 E (State quarter-section, township and range in which property is located), in Grant County,

included within a strip of land { 80 feet in width, being 40 feet on each side of / of varying width, lying along and on both sides of } the center line of the John Day Highway, as surveyed over and across or adjacent to said property; which center line is located as follows:

Beginning at engineer's center line station 1049+79.1, which station is 465 feet West and 1320 feet South of the N.E. corner of Section 18, Twp. 12 S, Range 26 E W. M.; thence along a955.0 foot radius curve to the left(whose long chord bears S 16°48'E) a distance of 30.0 feet; thence S25°52'E. a distance of 81.8 feet;thence along a 955.0 foot radius curve to the right(whose long chord bears S.17°57'E.) a distance of 263.9 feet, thence S.10°02'E, a distance of 250.0 feet; Thence along a 716.2 foot radius curve to the left(whose long chord bears S.25°46'E) a distance of 395.3 feet; thence S41°30'E a distance of 117.2 feet; thence along a 573.0 foot radius curve to the left(whose long chord bears S. 2°37'E.) a distance of 60 feet.

to engineer's station 1061+74.3 which station is approximately 2475 feet South and feet of the N.E. corner of Section 18, Twp. 12 S, Range 26 E W. M.

The width (in feet) of the strip of land above referred to is as follows:

Station to Station		Total Width (Feet)	Width on North Side of center line	Width on South Side of center line
1049+79.1	1061+74.3	80	40	40

RECEIVED
JAN 23 1931
OREGON
STATE HIGHWAY COMM.

The parcel of property to which this description applies contains approximately 2.6 acres.

INSTRUCTIONS—If the strip of land referred to in the description is of varying width, strike out the upper line of italic in the fourth line of the first paragraph. If the strip of land referred to is of uniform width, strike out the lower line of italic in the fourth line of the first paragraph and all of the third paragraph.

In the center line description, show courses and lengths of tangents, and radii, directions and lengths of curves.

Do not use this form of description for irregular tracts which can be better described by metes and bounds.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

PR 6

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING
PORTLAND, OREG.

January 21, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today recommending for approval the plans, specifications and estimate for Oregon Emergency Federal Aid Project No. 6 Reopened, the bids for which were opened on January 15, 1931.

This is to advise you of our concurrence, today, in the award of the contract to W. H. Puckett, Boise, Idaho, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Senior Highway Engineer

PR*

PR6

Jan. 15, 1951.

The W. H. Puskett Company,
519 Broadway,
Boise, Idaho.

Gentlemen:

As a detail in connection with the financing of the re-grading of the Rock Creek-Valadez Ranch Section of the John Day Highway, we are requesting federal aid under the provisions of the recently passed Emergency Act. As a condition to the granting of federal aid on that basis, the Bureau of Public Roads requires that the contract for the work involved include a provision whereby the contractor agrees to commence the performance of the work at such time as he will be ordered to do so by the State Highway Commission, and that he maintain on the work at all times the maximum efficient working force.

Inasmuch as your company has already commenced work on the Rock Creek-Valadez Ranch Project, and inasmuch as it is the policy of your company to prosecute its work with the maximum efficient working force, we are sure that you will have no objection to our making such an agreement a part of your contract. Accordingly, we are asking you to execute the enclosed supplemental agreement and to return two signed copies to us.

Thanking you for your prompt attention to this matter, we are

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

SUPPLEMENTAL AGREEMENT

Contract No. 1245

As a provision supplemental to its contract for the re-grading of the Rock Creek-Valadez Ranch Section of the John Day Highway (state highway contract No. 1245), the W. H. Puckett Company hereby agrees as follows:

1. That it (the W. H. Puckett Co.) will commence the performance of the work on or before such date as it may be ordered so to do by the State Highway Commission.

2. That it will at all times prosecute the work with the maximum efficient working force.

Signed at_____on this_____day of_____, 1951.

W. H. Puckett Co.

By_____.

6
PR 6

Jan. 12, 1931.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate, five bid proposals and five sets of specifications for oil treatment to accompany the surfacing specifications for the Rock Creek-Valades Ranch Unit of the Service Creek-Valades Ranch Section, Project No. 6. We are likewise sending, under separate cover, five blueprint copies of sheet No. 2 which has been revised to show the typical surfacing section and the surfacing quantities.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

cl.

Oregon State Highway Department — Project No. S (Resp.)

SARDINE CREEK-VALADEZ RANCH SECTION

OF THE JOHN DAY HIGHWAY IN GRANT AND BAKER COUNTIES

(Estimate with surfacing specifications for the Rock Creek-Valadez Ranch Unit. Not as basis for revised agreement.)

Salem, Oregon, January 18, 1933.

Final Quantities as shown by Final Vouchers

Grading, Units 1, 2, 3 and 4.

Final cost on completed roadway	$569,454.51
Overrun	31,171.89
Engineering and contingencies	70,827.89
Total actual cost (grading)	$601,454.09

Surfacing, Unit #2

Final cost	34,802.84
Engineering and contingencies	3,918.78
Total actual cost (surfacing Unit #2)	$ 38,721.42

Bridges, Units 1, 2, 3 & 4

Final cost	$ 132,286.85
Overrun	1,226.70
Engineering and contingencies	16,401.80
Total actual cost (bridges)	$ 149,914.85

Federal Aid paid on roadway Units #1, 2, 3 and 4 (grading)	298,907.58
" " " " Unit #2 (surfacing)	25,404.81
" " " " bridges, Units #1, 2, 3 & 4	65,160.85
Total Federal Aid paid (all work)	$ 387,473.21

Unit #1, Sta. 0+00 to Sta. 688+77.8

Length of Roadway (Excluding bridges)	12.854 miles
Length of 11 bridges over 20' span - 675 feet	.128 "
Total length, Unit #1,	12.984 "

Unit #2, Sta. 688+77.8 to Sta. 1336+82.1

Length of Roadway (Excluding bridge)	12.012 miles
Length of 3 bridges over 20' span - 259 feet	.049 "
Length of Unit #2	12.061 "

Unit #3, Sta. 1335/92' to Sta. 955/80.0

Length of Road (Excluding bridges)	11.225 miles
Length of 6 bridges over 20' span, 691 feet	.131 "
Length of Unit #3	11.356 "

Unit #4, Sta. 655/80.0 to Sta. 96/00.0

Length of Roadway (Excluding bridges)	10.813 miles
Length of 10 bridges over 20' span - 587 feet	.111 "
Length of Unit #4	10.924 "
Total length of Project, (Excluding Bridges)	46.736 miles
Length of bridges over 20' span, - 2210 ft.	.416 "
Total length of Project (including bridges)	47.325 "
Cost per mile, Roadway (grading project)	$14,747.13
" " " , Surfacing Project (Unit #2)	3,273.56
Federal Aid paid per mile (grading project)	6,375.19
" " " " " surfacing project (Unit #2)	1,913.18
Total Federal Aid paid per mile, Units 1, 3 and 4 (roadway)	6,375.19
" " " " " " , Unit #2 (roadway)	8,288.51

New York, Unit #4, Sta. 1058/00 to Sta. 1217/67.

Grading (Contract Prices)

All Required	Clearing and Grubbing	$	$800.00
10,000 cu. yds.	Common Excavation	0.26	2,600.00
16,000 cu. yds.	Intermediate Excavation	0.30	4,800.00
31,000 cu. yds.	Solid Rock Excavation	1.10	34,100.00
98,000 yd. stas.	Overhaul	0.02	1,960.00
8,700 yd. mi.	Truck Haul	0.20	1,740.00
50 cu. yds.	Class "A" Concrete	25.00	1,250.00
5,000 lbs.	Metal Reinforcement	0.10	500.00
400 cu. yds.	Rip rap	1.75	700.00
500 sq. yds.	Hand-placed Rock Slopes	2.00	1,000.00
3,000 cu. yds.	Earth Cushion	0.20	600.00
5,000 yd. mi.	Earth Cushion Haul	0.20	1,000.00
200 lin. ft.	12" Corr. Galv. Iron Pipe	1.40	280.00
50 lin. ft.	15" Corr. Galv. Iron Pipe	1.60	80.00
200 lin. ft.	18" Corr. Galv. Iron Pipe	2.30	460.00
200 lin. ft.	24" Corr. Galv. Iron Pipe	3.25	650.00
	Sub-total, grading		$ 51,920.00
	10% Engr. & Cont.		5192.00
	Total, Grading		$ 57,112.00

Surfacing, (Estimated Prices)

4,600 cu. yds.	Base Matls. in Surfacing	184	1.75	$ 8,050.00
4,200 cu. yds.	Top " " "	191	1.80	7,560.00
1,300 cu. yds.	Key " " "	201	1.85	2,405.00

1,000 cu. yds.	Screenings in Surfacing	210	$ 1.20	$ 3,420.00
800 cu. yds.	Filler	35	0.40	320.00
1,600 yd. mi.	Filler Haul	19	0.20	320.00
1,050 cu. yds.	Selected Borrow	15	0.60	825.00
500 cu. yds.	Sprinkling	150	2.50	1,250.00
36,000 sq. yds.	Oiling macadam base (state forces)		0.16	5,760.00
			Sub-total, surfacing	$ 22,410.00
			Sub-total	$ 61,573.00
			10% Engr. & Conts.	6,153.00
			Total	$ 89,683.00

Orig. length of reop. portion (sta. 1037/75.8 to Sta. 96/00) 3.401 miles (net)
Revised length of " " (sta. 1038/00 to sta. 1217/67) 3.365 " (net)

Total net length, Unit #4 10.777 miles (revised)
Length of bridges, Unit #4, 564 feet .106 miles " "
Gross length of Unit #4 10.[illegible] " "
Cost per mile, new work $[illegible].17

Adjusted Federal Aid on reopened portion, $6,375.19 x $\frac{3.401}{3.365}$ = $6,443.89

Deficiency, - $\frac{20,000 - 6443.89}{20,000}$ - 0.67785

Federal Aid allowable per mile 0.67785 x 18,669 = $12,654.40
Total Federal Aid allowable on reopened portion, $12,654.40 x 3.365 = $42,582.05

Amount requested from Federal Aid funds, $42,582.05 (47.480%)

Amount requested from Govt. Emergency Advance funds 30,000.00

State funds available 17,100.95

$89,683.00

SPECIFICATIONS FOR OIL TREATMENT OF

BROKEN STONE AND CRUSHED GRAVEL SURFACING

- - - - - ROCK CREEK-VALADES RANCH SECTION - - -

Federal Aid Project No. 6 - Reopened.

1. Description: - The oil treatment to be provided under this specification is to consist of three applications of heavy road oil, each application to be followed by a spread of fine broken stone. It is designed for use where the volume of traffic does not warrant the construction of the heavier and more expensive types of wearing surface.

2. Width: - 18 feet with extra width as required.

3. Sizes of Aggregate: - Grade "C" - 1-1/4 to 3/4 inch
Grade "B" - 3/4 to 1/2 inch
Grade "A" - 1/2 to 1/4 inch

4. Oil: - No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Preparation of Surfacing: a. Perform whatever operations may be necessary to bring the broken stone or crushed gravel surfacing to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

6. Construction Procedure: - a. Apply No. 3 oil at a rate of 0.20 gallon per square yard.

b. Spread 1-1/4" - 3/4" aggregate at a rate of .020 cubic yard per square yard. Blade and broom to smooth surface, adding additional rock by hand where required. Roll until course is thoroughly compacted.

c. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

d. Spread 3/4" - 1/2" aggregate at a rate of .009 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

e. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

f. Spread 1/2" - 1/4" aggregate at a rate of .0075 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

7. Correction of Defects: - Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Spec. 0-10
1/7/31.

SPECIFICATIONS FOR OIL TREATMENT OF

BROKEN STONE AND CRUSHED GRAVEL SURFACING

- - - - - ROCK CREEK-VALADES RANCH SECTION - - -

Federal Aid Project No. 6 = Reopened.

1. Description: - The oil treatment to be provided under this specification is to consist of three applications of heavy road oil, each application to be followed by a spread of fine broken stone. It is designed for use where the volume of traffic does not warrant the construction of the heavier and more expensive types of wearing surface.

2. Width: - 18 feet with extra width as required.

3. Sizes of Aggregate: - Grade "C" - 1-1/4 to 3/4 inch
   Grade "B" - 3/4 to 1/2 inch
   Grade "A" - 1/2 to 1/4 inch

4. Oil: - No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Preparation of Surfacing: a. Perform whatever operations may be necessary to bring the broken stone or crushed gravel surfacing to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

6. Construction Procedure: - a. Apply No. 3 oil at a rate of 0.20 gallon per square yard.

   b. Spread 1-1/4" - 3/4" aggregate at a rate of .020 cubic yard per square yard. Blade and broom to smooth surface, adding additional rock by hand where required. Roll until course is thoroughly compacted.

   c. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

   d. Spread 3/4" - 1/2" aggregate at a rate of .009 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

   e. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

   f. Spread 1/2" - 1/4" aggregate at a rate of .0075 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

7. Correction of Defects: - Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Spec. O-10
1/7/31.

SPECIFICATIONS FOR OIL TREATMENT OF

BROKEN STONE AND CRUSHED GRAVEL SURFACING

- - - - ROCK CREEK-VALADES RANCH SECTION - - -

Federal Aid Project No. 6 = Reopened

1. Description: - The oil treatment to be provided under this specification is to consist of three applications of heavy road oil, each application to be followed by a spread of fine broken stone. It is designed for use where the volume of traffic does not warrant the construction of the heavier and more expensive types of wearing surface.

2. Width: - 18 feet with extra width as required.

3. Sizes of Aggregate: - Grade "C" - 1-1/4 to 3/4 inch
Grade "B" - 3/4 to 1/2 inch
Grade "A" - 1/2 to 1/4 inch

4. Oil: - No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Preparation of Surfacing: a. Perform whatever operations may be necessary to bring the broken stone or crushed gravel surfacing to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

6. Construction Procedure: - a. Apply No. 3 oil at a rate of 0.20 gallon per square yard.

b. Spread 1-1/4" - 3/4" aggregate at a rate of .020 cubic yard per square yard. Blade and broom to smooth surface, adding additional rock by hand where required. Roll until course is thoroughly compacted.

c. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

d. Spread 3/4" - 1/2" aggregate at a rate of .009 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

e. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

f. Spread 1/2" - 1/4" aggregate at a rate of .0075 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

7. Correction of Defects: - Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Spec. O-10
1/7/31.

Form 39—E-18160—1500—9-30.

OF[illegible] STATE HIGHWAY DEPARTM[illegible]T

FIELD ENGINEER'S WEEKLY REPORT

Date Jan-12-, 193[illegible]

Job name [illegible] Week from 5 to 10

Mail address Fayville

Highway [illegible] Telegraph or telephone address "

County Trout Job prefix [illegible] Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible]

(See back of this sheet for instructions and detailed information.)

Signed [illegible]

Title [illegible]

GRADING CONSTRUCTION

Total miles of grading in project 3.5

Miles completed 0

Miles completed except finishing 0

Total cubic yards in project 21000

Cubic yards moved to date 0

Miles covered by contractor's forces 0.0

Miles cross-sectioned 0.5

Miles cross-sections completed and checked 0

Miles to be remeasured 2.5

Number men in Engineering Party 3

Contractor's average force for week 2 *men,*

teams, steam shovels

Inter Comm

Grading work will be completed about Dec-30-1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, trucks

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, trucks

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* *Percentage*
2. *Percentage*
3. *Percentage*
4. *Percentage*

PR6

January 5, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

We are enclosing herewith six copies of revised agreement covering the Rock Creek-Valadez Ranch Unit of the Sarvice Creek-Valadez Ranch Section, Project No. 6. It will be noted that on this estimate in addition to the usual Federal Aid Funds requested, it is likewise requested that the State's share be advanced from the Government Emergency Funds.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EH.

encl.

Oregon State Highway Department — Project No. 6 (Roop.)

SURVEY OF THE [illegible] RANGE SECTION

OF THE JOHN DAY HIGHWAY IN GRANT AND WHEELER COUNTIES

(Estimate as basis for revised agreement covering the reconstruction of the Rock [illegible] Smith. Based on low bid prices.)

Salem, Oregon, January 5, 1931.

Final Quantities as shown by Final Vouchers

Grading, Unit 1, 2, 3 & 4

Final cost on completed roadway	$589,484.51
Overrun	61,171.60
Engineering and contingencies	[illegible]
Total actual cost (grading)	$691,434.09

Surfacing, Unit #2

Final cost	34,038.64
Engineering and contingencies	[illegible]
Total actual cost (surfacing Unit #2)	$ 38,721.42

Bridges, Unit 1, 2, 3 & 4

Final cost	$132,256.55
Overrun	1,[illegible].70
Engineering and contingencies	[illegible]
Total actual cost (bridges)	$149,814.85

Federal Aid paid on roadway Units #1, 2, 3 and 4 (grading)	$296,207.55
" " " " Unit #2 (surfacing)	25,404.82
" " " " bridges, Units #1, 2, 3 & 4	[illegible]
Total Federal Aid paid (all work)	$ 307,478.81

Unit #1, Sta. 0+00 to Sta. [illegible]

Length of Roadway (Excluding bridges)	12.836 miles
Length of 11 bridges over 20' span - 678 feet	.128 "
Total length Unit #1,	12.964 "

Unit #2, Sta. [illegible] to Sta. [illegible]

Length of Roadway (Excluding bridge)	12.012 miles
Length of 5 bridges over 20' span - 250 feet	.049 "
Length of Unit #2	12.061 "

Unit #3, Sta. 1255/82 to Sta. 1515/00.0

Length of Road (Excluding bridges)	11.225	miles
Length of 6 bridges over 20' span, 691 feet	.131	"
Length of Unit #3	11.356	"

Unit #4, Sta. 1515/00.0 to Sta. 1568/00.0

Length of Roadway (Excluding bridges)	10.813	miles
Length of 10 bridges over 20' span - 507 feet	.111	"
Length of Unit #4	10.925	"
Total length of Project, (Excluding Bridges)	46.686	miles
Length of bridges over 20' span, - 2210 ft.	.419	"
Total length of Project (including bridges)	47.505	"
Cost per mile, Roadway (grading project)	$14,747.13	
" " " , Surfacing Project (Unit #2)	3,225.66	
Federal Aid paid per mile (grading project)	6,373.19	
" " " " " surfacing project (Unit #2)	1,818.12	
Total Federal Aid paid per mile, Units 1, 3 and 4 (roadway)	6,373.19	
" " " " " " , Unit #2 (roadway)	8,298.51	

New York, Unit #4, Sta. 1078/00 to Sta. 1217/87.

Grading

All Required	Clearing and Grubbing	$		$ 200.00
10,000 cu. yds.	Common Excavation	0.28		2,800.00
16,000 cu. yds.	Intermediate Excavation	0.30		4,800.00
31,000 cu. yds.	Solid Rock Excavation	1.10		34,100.00
98,000 yd. stns.	Overhaul	0.02		1,960.00
8,700 yd. mi.	Truck Haul	0.20		1,740.00
50 cu. yds.	Class "A" Concrete	25.00		1,250.00
5,000 lbs.	Metal Reinforcement	0.10		500.00
400 cu. yds.	Riprap	1.75		700.00
500 sq. yds.	Hand-placed Rock Slopes	2.00		1,000.00
3,000 cu. yds.	Earth Cushion	0.20		600.00
5,000 yd. mi.	Earth Cushion Haul	0.20		1,000.00
200 lin. ft.	12" Corr. Galv. Iron Pipe	1.40		280.00
50 lin. ft.	15" Corr. Galv. Iron Pipe	1.60		80.00
200 lin. ft.	18" Corr. Galv. Iron Pipe	2.30		460.00
200 lin. ft.	24" Corr. Galv. Iron Pipe	3.25		650.00
	Sub-total.....			$ 51,993.00
	10% Engr. & Cont.....			$ 5,199.00
	Total.....			$ 57,112.00

Orig. length of resp. portion (sta. 1057/78.8 to Sta. 98/00) 5.401 miles (net)
Revised length of " " (sta. 1058/60 to sta. 1213/07) 5.365 " (net)

Total net length, Unit #4 10.777 miles (revised)
Length of bridges, Unit #4, 564 feet .106 " (")
Gross length of Unit #4 10.883 " (")
Cost per mile, new work $16,972.56

Adjusted Federal Aid on reopened portion, $6,375.19 x $\frac{5.401}{5.365}$ = $6,445.79

Deficiency, - $\frac{20,000 - 6445.79}{20,000}$ = 0.67735

Federal Aid allowable per mile 0.67735 x 18,839 = $12,654.40
Total Federal Aid allowable on reopened portion, $12,654.40 x 5.365 = $42,582.05

Amount requested from Federal Aid funds $38,940.70 ($2,835)

State share of cost - requested to be advanced
from Government Emergency funds - 21,571.51

$57,112.00

State funds for maintenance; Chapter 41, Laws 1927.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

DEC 17 1950

W H PUCKETT COMPANY

BOISE IDAHO

RETEL ROCK CREEK VALADES RANCH PROJECT ON WHICH YOU ARE LOW BIDDERS STOP YOUR BID SATISFACTORY TO COMMISSION AND THEY HAVE APPROVED AWARD OF CONTRACT BUT ARE WITHHOLDING DEFINITE ACTION UNTIL EMERGENCY FEDERAL AID HIGHWAY LEGISLATION IS PASSED BY CONGRESS WHICH WE EXPECT DAILY STOP IF YOU WANT TO MOVE IN AND BEGIN WORK UNDER THESE CONDITIONS NO OBJECTION ON OUR PART

ROY A KLEIN

(cc C. W. Wanzer)

S. H. Prebert,
Office Engineer.

SHP:ER

cc to C. W. Wanzer

THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

WESTERN UNION

...full-rate ...m or Cable-...gram unless its deferred character is indicated by a suitable sign above or preceding the address.

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon TELEPHONE 61

DEC 17 AM 8 05

PR12 25 DL=BOISE IDA 17 849A

STATE HIGHWAY ENGINEER=

...SALE... ORG=

CAN YOU GIVE US INFORMATION WHEN WE CAN START WORK ON ROCKCREEK VALADES RANCH SECTION IN GRANT COUNTY STOP OUR FORCES READY TO COMMENCE DRILLING=

W H PUCKETT COMPANY JOSLYN.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

State Highway Engineer.

By

S. H. Probert,
Office Engineer.

HHP:ER

cc to C. W. Hanser

[illegible] DEPARTMENT OF AGRICULTURE PR 6

December 15, 1930.

Mr. J. E. Peck,
Resident Engineer,
Oregon State Highway Department,
Dayville, Oregon.

Dear Sir:

We have today received back from the U. S. Bureau of Public Roads the platted cross-sections for the Bonk Creek-Valedes Ranch Regrading Project.

These platted cross-sections are being returned to you for use in connection with construction operations.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:ER

cc to C. W. Wanner

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

POST OFFICE BUILDING
PORTLAND, OREG.

December 12, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Under separate cover we are returning the original cross-sections for Oregon Federal Aid Project 164, Section A, Rock Creek-Valade Ranch Section of the John Day Highway.

Yours very truly,

W. H. Lynch
District Engineer

Sent to Bank
Stub

116

December 9, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate to accompany the plans for the Rock Creek-Valadez Ranch Unit of the Service Creek-Valadez Ranch Section, Project No. 6. Under separate cover, we are likewise sending five blueprint copies of Sheet No. 8 of the plans which has been revised and is to be substituted in the plans previously sent. Five blueprint copies of plans for the standard 6 x 6 concrete culvert are likewise being sent and we wish to request that these be included in the plans for this project. We have noted that an error was made in the stationing shown on the plans for the bridge over Rattle Snake Creek, the correct stationing of which should be 1144+60 and 1145+40.

In the preparation of the estimate for this project, we have found due to the many revisions which were made during construction that it was impossible to compute the previous Federal Aid paid, using the plans which were based on the location alignment. We have accordingly recomputed the length of this project, using our 400-foot construction map as a basis. We are sending, under separate cover, one blueprint copy of this map, which we anticipate you will require in checking the estimates which we are submitting herewith.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.
encl.

Oregon State Highway Department — Project No. 6 (Reopened)

SALVAGE CREEK-VALADES RANCH SECTION

OF THE JOHN DAY HIGHWAY IN GRANT AND WHEELER COUNTIES

(Estimate with plans for the reconstruction of the Rock Creek-Valades Ranch Unit. Not as basis for modified agreement)

Salem, Oregon, December 10, 1930.

Final Quantities as shown by Final Vouchers

Grading, Units 1, 2 3 and 4

Final cost on completed roadway	$ 539,454.21
Overrun	81,171.60
Engineering and contingencies	70,827.88
Total actual cost (grading)	$ 691,434.09

Surfacing, Unit #2

Final cost	$ 34,802.64
Engineering and contingencies	5,918.78
Total actual cost (surfacing Unit #2)	$ 30,721.42

Bridges, Unit 1, 2, 3 & 4

Final cost	$ 132,986.75
Overrun	1,286.70
Engineering and contingencies	16,401.80
Total actual cost (bridges)	$ 149,914.85

Federal Aid paid on roadway Units #1, 2, 3 and 4 (grading)	$ 393,907.35
" " " " " Unit #2 (surfacing)	28,404.91
" " " " bridges, Units #1, 2, 3 & 4	65,160.95
Total Federal Aid paid (all work)	$ 287,473.21

Unit #1, Sta. 0+00 to Sta. 682+77.6

Length of Roadway (Excluding bridges)	12.836 miles
Length of 11 bridges over 20' span - 673 feet	.128 "
Total length Unit #1,	12.964 "

Unit #2, Sta. 682+77.6 to Sta. 1335+82.1

Length of Roadway (Excluding bridge)	12.018 miles
Length of 5 bridges over 20' span - 259 feet	.049 "
Length of Unit #2	12.061 "

Unit #3, Sta. 1575+82' to Sta. 653+60.0

Length of Road (Excluding bridges)	11.886 miles
Length of 6 bridges over 20' span, 691 feet	.138 "
Length of Unit #3	11.856 "

Unit #4, Sta. 653+60.0 to Sta. 96+00.0

Length of Roadway (Excluding bridges)	10.813 miles
Length of 10 bridges over 20' span - 987 feet	.211 "
Length of Unit #4	10.925 "

Total Length of Project, (Excluding Bridges)	46.886 miles
Length of bridges over 20' span, - 2210 ft.	.418 "
Total length of Project (Excluding bridges)	47.306 "

Cost per mile, Roadway (grading project)	$14,747.13
" " " , Surfacing Project (Unit #2)	3,253.56
Federal Aid paid per mile (grading project)	$ 6,373.19
" " " " " surfacing project (Unit #2)	1,918.13
Total Federal Aid paid per mile, Units 1, 3 and 4 (roadway)	6,373.19
" " " " " " , Unit #2 (roadway)	6,293.31

New York Unit #4, Sta. 1038+00 to Sta. 1317+37

Grading

All Required	Clearing and Grubbing		$ 800.00
10,000 cu. yds.	Common Excavation	$ 0.32	3,200.00
16,000 cu. yds.	Intermediate Excavation	0.42	6,720.00
31,000 cu. yds.	Solid Rock Excavation	1.35	41,850.00
88,000 yd. stas.	Overhaul	0.05	2,940.00
8,700 yd. mi.	Truck Haul	0.20	1,740.00
50 cu. yds.	Class "A" Concrete	25.00	1,250.00
8,000 lbs.	Metal Reinforcement	0.05	400.00
400 cu. yds.	Riprap	2.00	800.00
300 sq. yds.	Hand Placed Rock Slopes	1.25	375.00
3,000 cu. yds.	Earth Cushion	0.30	900.00
5,000 yd. mi.	Earth Cushion Haul	0.18	900.00
200 lin. ft.	12" Corr. Galv. Iron Pipe	1.65	330.00
50 lin. ft.	15" " " " "	2.00	100.00
200 lin. ft.	18" " " " "	2.75	550.00
200 lin. ft.	24" " " " "	3.75	750.00
			$ 63,256.00
	10% Engr. & Cont.		6,325.50
	Total.....		$ 69,580.50

Original length reopened portion (Sta. 1027+70.8 to Sta. 56+00 5.401 miles (net)
Revised length " " (Sta. 1028+02 to Sta. 1217+67 (orig. constr. 56+00) 5.365 miles
Total net length , Unit #4, - 10.777 miles (Revised)
Length of bridges, Unit #4, 564 ft. .106 miles (Revised)
Gross length of Unit #4 10.883 miles (Revised)
Cost per mile new work, - $20,677.71
Adjusted Federal Aid on reopened portion $8,378.19 $\times \frac{5.401}{5.365}$ = $8,443.89

Tortuosity, $\frac{20,000 - 5118.72}{20,000} = 0.67938$

Federal aid allowable per mile 0.67938 times $18,000.= $12,654.40
Total Federal Aid allowable on reopened portion, 5.365 times $12,654.40 = $68,532.05
Federal Aid Requested on reopened portion, - 68,532.05 (61.198 times %)

SAWYER CREEK-VALDEZ PARK SECTION
FEDERAL AID PROJECT No. 5

(Bridges over 20' span constructed with Federal Aid under grading contracts.)

Unit #1. Location	Description			Description			Cost
Sta. 155+50	2-17' & 1-25'	span	11,591	lb-ton	at $60.00		
Sta. 266	1-25'	"	6,333	"	"	"	
Sta. 289	2-17' & 1-25'	"	12,484	"	"	"	
Sta. 299/50	2-17' & 1-25'	"	12,517	"	"	"	
Sta. 332+50	1-25'	"	6,455	"	"	"	
Sta. 365	2-17' & 1-25'	"	12,025	"	"	"	
Sta. 368	1-25'	"	5,924	"	"	"	
Sta. 649	1-23'	"	8,060	"	"	"	
			75,390	"	"	"	$5,149.14

Unit #2						
Sta. 1060+50	1-25'	"				
Sta. 1247	4-19'	"	6,606	"	"	$100.00
Sta. 1270	2-15' & 1-11'	"	16,778	"	"	"
Sta. 1318	2-2 ' & 1-25'	"	10,581	"	"	"
			10,718	"	"	"
			44,683	"	"	" $4,468.30

Unit #3						
Sta. 24+80	3-19'	"	13,682	"	"	$128.00 $1,708.78

COMPUTATIONS OF FINAL COSTS AND FEDERAL AID PAID ON THE SARVICE CREEK-YALAKOM RANCH SECTION, PROJECT NO. 5

Unit #1, Grading Contract

Agreement estimate of May 17, 1921.....	$183,869.90
Reduction for under gauge culvert pipe as per letter of March 9th, 1922	3,722.00
Agreement estimate on which final was paid	$180,147.90
Final estimate for Unit #1	

Final estimate for Unit #1

Grading items	$191,093.54	(97.376%)
Trestles (over 20' span)	5,148.14	(2.624%)
		196,241.68
Overrun on grading contract.....		$ 16,094.78
Proportionate overrun for grading items, ...		$ 15,672.45
" " " bridge items, ...		422.33

Unit #1 - Bridge contracts

Agreement estimate of May 7, 1921.....	$ 16,305.00
Final estimate quantities.....	17,767.00
Overrun on bridge contracts	$ 1,462.00

Summary (E & C not included)

Roadway, - Agreement Estimate	$175,421.09	
Overrun	15,672.45	
Total.....		$ 191,093.54

Bridges over 20' span, - agreement estimate

Grading contract	$ 4,726.81	
Bridge contracts	16,305.00	
	$21,031.81	
Overrun grading contr.	422.33	
Overrun bridge contr.	1,462.00	
	$ 1,884.33	
Total (bridges over 20' span).....		$ 22,916.14

Unit #8, Graded Contract

Agreement estimate of May 17, 1932 ..... $ 138,284.60
Reduction for under gauge culvert pipe
as per letter of March 9, 1933..... 3,642.39

Agreement estimate on which final was paid..... $ 134,642.21

Final estimate for Unit #8

Grading items	$130,642.21 (96.899%)	
Timber Trestles (over 20')	4,468.20 (3.101%)	
		144,110.41

Overrun on grading contract..... $ 20,978.21

Proportionate overrun on grading items - $ 20,326.62
" " " bridge " - 647.39

REDUCE CONTRACT

Agreement estimate of May 17, 1932..... $ 5,540.00
Final estimate quantities..... 5,526.96

Underrun..... $ 13.04

Summary (B & C not included)

Roadway, - agreement estimate..... $118,415.59
overrun..... 20,326.62 $ 138,642.21

Bridges over 20' span, agreement estimates

Grading contract	$ 3,821.01	
Bridge contract.....	5,540.00	
	$ 9,361.01	
Overrun, grading contract...	$ 647.39	
Underrun, bridge contract...	13.04	
Net overrun.....	$ 634.35	

Total (bridges over 20' span)..... $ 9,995.36

Unit #3, Grading Contract

Agreement estimate of May 17, 1921		$ 115,836.60
Reduction for under gauge culvert pipe as per letter of March 9, 1922		989.00
Agreement estimate on which final was paid		$ 114,847.60
Final estimate for Unit #3		
Grading items $136,842.66 (98.769%)		
Trestle (over 20' span) 1,702.75 (1.231%)		
		$ 138,545.41
Overrun on grading contract	$	23,697.81
Proportionate overrun for grading items	$	23,406.09
" " " bridge items		291.72

BRIDGE CONTRACT

Agreement estimate of May 17, 1921	$	61,647.50
Final estimate		58,682.94
Net underrun on bridge contract	$	2,964.56

Summary (E & C not included)

Roadway - agreement estimate	$115,836.57	
Overrun	23,406.09	
		$ 136,842.66
Bridges over 20' span, - agreement estimate		
Grading contract	$1,411.03	
Bridge contract	61,647.50	
	$63,058.53	
Overrun, grading contract	$ 291.72	
Underrun, bridge contract	2,964.56	
Net underrun	$ 2,672.84	
Total (bridges over 20' spans)		$ 60,385.69

Unit #4. Section Contract

Agreement estimate of May 17, 1921	$ 154,561.26
Rejection for uncompleted timber trestles	3,200.00
Agreement estimate on which final was paid	$ 151,361.26
Final estimate for Unit #4	153,227.72
Overrun on grading contract	$ 1,866.46

BRIDGE CONTRACT

Agreement estimate of May 9th, 1921	$ 38,835.00
Final estimate	40,215.76
Overrun on bridge contract	$ 1,380.76

Summary (E & C not included)

Roadway - agreement estimate	$ 151,361.26	
Overrun	1,866.46	
Total		$ 153,227.72
Bridges (over 20' span) agreement estimate	$38,835.00	
Overrun	1,380.76	
Total		$ 40,215.76

Summary of Final Costs (excluding E & C)

	Roadway	Brs. over 20' Span	Total
Unit #1	$191,093.54	$22,916.14	$ 214,009.68
" #2	139,642.21	9,995.26	149,657.47
" #3	136,642.66	60,386.89	197,029.55
" #4	153,227.72	40,215.76	193,443.48
Totals	$620,606.20(82.295%)	$133,513.05(17.705%)	$754,119.25(100.000)

Engineering and Contingencies

Total engineering costs		$68,432.00	
Engineering on Roadway - $68,432.00 x 82.295%			$ 56,316.11
" " Bridges - $68,432.00 x 17.705% =		$12,115.89	
" expense paid by contractors	Cr.	337.10	
			11,778.79
Engineering (No F. A. claimed)			$ 68,094.90

Contingencies on which F. A. was Claimed

Roadway	$ 2,912.02
Bridges	2,409.56

Contingencies on which F. A. was not Claimed

Roadway.....$11,888.76
Bridges..... 2,213.45

RECAPITULATION

Roadway, agreement estimate.....$ 580,434.51
Overrun..... 61,171.69
E. & C. claimed..... 2,212.02

Total on which F. A. was computed.....$ 623,818.22

E. & C. not claimed..... 57,215.57

Total cost for roadway (grading).....$ 681,434.09

Bridges - agreement estimate.....$ 133,936.95
Overrun..... 1,236.70
E. & C. claimed..... 2,429.86

Total on which F. A. was computed.....$135,922.61

E. & C. not claimed..... 13,992.24

Total actual cost (bridges) ..... $ 149,914.85

Total cost on which F. A. was computed

Roadway - $623,818.22 (82.102%)

Bridges - 135,922.61 (17.898%)

$ 759,440.83

Federal Aid paid on roadway - $364,068.30 x 82.102% = $298,907.35

" " " " bridge - 364,068.30 x 17.898% = 65,160.95

CONTRACT # 1247,

1347,

PR 144-G Berry Creek-Florence Sec. 1930

1247, 1347

1874S 10M 8-34

COMMISSIONERS
M. SCOTT, CHAIRMAN, PORTLAND
GAIL C. WASHBURNE, EUGENE
RICH, PENDLETON

M. K. CLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 15, 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

In answer to the single seal which was used on U. S. Public Highway Projects No. NRS. 144 C and NRH 144 G, the Florence portion of the Oregon Coast Highway.

It has been determined from our leakage tests of pavement that there are two methods of satisfactorily sealing roads. The ordinary method is to apply the seal in two courses and allowing a considerable interval of time to elapse before the application of the second course in order to allow the traffic to use the road. The second method is to apply a very heavy seal in one course. In all instances where this has been done we have found it to seal the road as well as the first method, but unless weather conditions are exactly suited to this method some bleeding is apt to take place during the second year.

At Florence there could be no appreciable amount of traffic use the road between seals and consequently our tests indicate that the better seal would be obtained by applying one heavy seal than the two lighter seals. This was discussed during an inspection which I was making of the project and upon my return it slipped my mind so that I failed to advise you and request authority to make the change.

I am sure that the method adopted will give a better seal than had the double seal been used and therefore request you approve the change as made.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Hyp. 9138

Form P. R. 2

State ..... Oregon .....

U.S.Public Roads Project No. [illegible]-14A, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of June, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 13th day of December, 19 28, a project statement, which was approved by the Secretary on the 14th day of January, 19 29, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 6 of said project which were recommended for approval by the United States District Engineer on the 11th day of April, 19 34; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

nine thousand, three hundred eight and 64/100

dollars ($ 9,308.64) as the share of the United States payable under said act on account of Section 6 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ...from "National Recovery Highway Funds" appropriated by Act... (Include amount, date, and citation of act of legislature by which authorized) approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 ~~(b) From the counties~~ and Chap. 248, Laws of 1931.

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 54+19.6 in the NW¼ of Sec. 26, T 18 S, R 12 W, W.M., and survey station 17+77.9 at intersection of Howard Street with the north city limits of Florence, length 0.372 of a mile, in Lane County, being Section 6 of Oregon U.S.Public Works project No. ~~NRE-184~~, consisting of 0.372 of a miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ known locally as the Florence Section of the Oregon Coast Highway between official control points Coos Bay and Hebo.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5513

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of nine thousand, three hundred eight and 64/100 dollars ($9,308.64), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of nine thousand, six hundred eighty-two and 64/100 dollars ($9,682.64), the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 24 day of August, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By [signature]

Chairman, State Highway Commission
(Title of officer)

By [signature]

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

Secretary of Agriculture.

[signature]
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon
U.S. Public Roads
for the construction of a highway designated in the records of this Department as Project No. NEE-144-C,
State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $9,682.64 as the total estimated cost of said project, and the sum of $9,308.64 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 22d day of August
one thousand nine hundred and thirty-four

Secretary of Agriculture

Secretary of Agriculture.

By C. M. Kelly
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 1931 8—4929

OFFICE OF THE SECRETARY
UNITED STATES DEPARTMENT OF AGRICULTURE

Hyp

Form P. R. 2

State Oregon

U.S.Public Works Project No. HRM-144, Section G.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of June, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933;

Whereas the Highway Department of said State submitted on the 13th day of December, 1928, a project statement, which was approved by the Secretary on the 14th day of January, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 6 of said project which were recommended for approval by the United States District Engineer on the 11th day of April, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

eighteen thousand, five hundred eighty-eight and 35/100

dollars ($ 18,588.35) as the share of the United States payable under said act on account of Section 6 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from "National Recovery Highway Funds" appropriated by act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 and Chap. 248, Laws of 1931.

(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 17+77.9 at intersection of Howard Street with the north city boundary of Florence and survey station 46+00 in Lot 4, Block 6, of Florence

, length 0.534 of a mile, in Lane County, being Section 6 of Oregon U.S.Public Works project No. NRM-144, consisting of 0.534 of a mile of roadway and no bridges, of more than 20 feet clear span, known locally as the Florence Section of the Oregon Coast Highway in the City of Florence on F.A.Route No. 2.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 0 of said project shall not in any event exceed the sum of eighteen thousand, five hundred eighty-eight and 35/100 dollars ($18,588.35), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of nineteen thousand, two hundred fifty-seven and 35/100 dollars ($19,257.35), the approved total estimated cost of Section 0 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5818

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 23d day of August, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By _____
Acting Chief, Bureau of Public Roads

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of Eighteen thousand, five hundred eighty-eight and 75/100 dollars ($18,588.75), certified to the Secretary of the Treasury as above mentioned, which does

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRM-144-C. State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 19,257.35 as the total estimated cost of said project, and the sum of $ 15,565.35 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 23d day of August one thousand nine hundred and thirty-four

U. S. GOVERNMENT PRINTING OFFICE .... 2—4270

Secretary of Agriculture
~~Secretary of Agriculture.~~

By T. H. Mc Donald
Acting Chief, Bureau of Public Roads

August 14, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your Contract No. 1631, covering work on Oregon 31PW projects NEW 11(4)-A, NEW 11(4)-C and NEW 11(4)-D.

It has been noted that a supplemental agreement has been inserted after page 120, relative to right of way matters. Will you kindly advise us if all necessary right of way has been obtained and the matters referred to in the supplemental agreement fully settled.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRH-144-C
" ~~NRH-144-C~~

POST OFFICE BUILDING
PORTLAND, OREGON

June 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. S. Caufield
Highway Engineer

Encls.

June 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of project agreement estimate for the Florence Section, Project Nos. NRH 144-C and NRH 144-G.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:CS

Encl.

Oregon State Highway Department — National Recovery Project

[redacted] SECTION OF THE OREGON COAST

HIGHWAY IN LANE COUNTY

(Estimate as basis for agreement estimate. Based on low bid prices.)

Salem, Oregon, June 4, 1934.

PROJECT NO. NRH 144-C
(Sta. 5819.6 to Sta. 17477.9)

All Required		Clearing and Grubbing		$ 1,488.20
5,800	cu. yds.	Excavation, Single Classification	$0.27	1,566.00
3,000	yd. sta.	Overhaul	0.03	90.00
1,300	cu. yds.	Rock Sub-base	2.10	2,730.00
320	" "	Crushed Rock Surfacing	2.90	928.00
230	" "	Gravel Shoulders	2.10	483.00
30	" "	Filler	0.40	12.00
30	yd. mi.	Hauling Filler	0.14	4.20
170	cu. yds.	Placing Mineral Aggregate	1.10	187.00
60	" "	Furnishing & Placing Mineral Aggregate	2.90	174.00
5	tons	Emulsified or Cut-back Asphalt in Seal Coat	40.00	200.00
15	"	No. 3 Oil in Place	40.00	600.00
		Sub-total.....		$8,462.40
		10% Engr. & Cont.		846.24
		Total.....		$9,308.64

Length 0.410 mile
Cost per mile $22,704.00

PROJECT NO. NRH 144-C
(Sta. 17477.9 to Sta. 46400)

All Required		Clearing and Grubbing		$1,938.30
17,400	cu. yds.	Excavation, Single Classification	$0.27	4,698.00
8,100	yd. sta.	Overhaul	0.03	243.00
4,500	yd. mi.	Truck Haul	0.14	630.00
80	lin. ft.	18" Concrete Pipe	2.66	212.80
2,100	cu. yds.	Rock Sub-base	2.10	4,410.00
550	" "	Crushed Rock Surfacing	2.90	1,595.00
370	" "	Gravel Shoulders	2.10	777.00
60	" "	Filler	0.40	24.00
60	yd. mi.	Hauling Filler	0.14	8.40
360	cu. yds.	Placing Mineral Aggregate	1.10	396.00
140	" "	Furnishing & Placing Mineral Aggregate	2.90	406.00
10	tons	Emulsified or Cut-back Asphalt in Seal Coat	40.00	400.00
29	"	No. 3 Oil in Place	40.00	1,160.00
		Sub-total.....		$ 16,898.50
		10% Engr. & Cont.		1,689.85
		Total.....		$ 18,588.35

Length 0.534 mile
Cost per mile $54,809.64

SUMMARY OF FUNDS RECEIVED

Item	Total Cost	BPR Funds	BPH Funds
Project No. BPH 144-C	$9,308.64	$9,308.64	$ --
" No. BPH 144-C	18,588.35	--	18,588.35
Total.....	$27,896.99	$9,308.64	$18,588.35

NON-PARTICIPATING ITEMS

(Mineral Aggregate Furnished Under Contract No. 1247)

Project No. BPH 144-C

170	cu. yds.	Broken Stone in Stockpile	$1.40	$ 238.00
850	yd. mi.	Hauling Broken Stone, Pile Mess.	0.16	136.00
				$ 374.00

Project No. BPH 144-C

360	cu. yds.	Broken Stone in Stockpile	$1.40	$ 504.00
1,100	yd. mi.	Hauling Broken Stone, Pile Mess.	0.16	165.00
				$ 669.00

State funds for Construction: Chapter 175, Laws 1917, Chapter 31, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

1207-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 14 19 34

To W. H. LYNCH, Dist. Engr.

Street and No. U.S.-B.P.R.

Place Portland, Oregon.

O
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P
Y

York started today ~~NEW~~ 140-6

1631

E. E. Umphlette

Sender's address for reference

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE.

Sender's telephone number

State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:ME

Encl.

cc Mr. E. A. Collier
Mr. E. E. Umphlette

144 B.G

May 12, 1934

Edlefsen-Neygandt Company
Columbia Blvd. and Peninsular Avenue
Portland, Oregon

Gentlemen:

For use in connection with the Siuslaw River Bridge Approaches grading and oiling project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 1010 Willamette Street, Eugene, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

cc Mr. E. A. Collier
Mr. E. E. Umphlette

April 20, 1934

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed ten copies of page number 25 of the Special Provisions for the Siuslaw River Bridge Approaches, Projects No. [illegible], [illegible] and [illegible], which page has been revised to show a schedule of freight rates offered by the Southern Pacific Company for shipping of rock, gravel, or sand to be used on the projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ldE

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
APR 12 1934
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Plans, specifications and estimate for Oregon U.S.Public Works project NRH and NRM 144-G, the Florence section of the Oregon Coast Highway, have today been recommended for approval. This is your authority for advertising.

As this location differs from the original, it is anticipated that deferred credit will have to be taken for that portion of the original project. We should have five copies of revised project statement sketch map showing the changed location.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Revised PS Map submitted
Jm

OREGON STATE HIGHWAY DEPARTMENT

Location Maps

ALSEA BAY – DOUGLAS CO. LINE SECTION

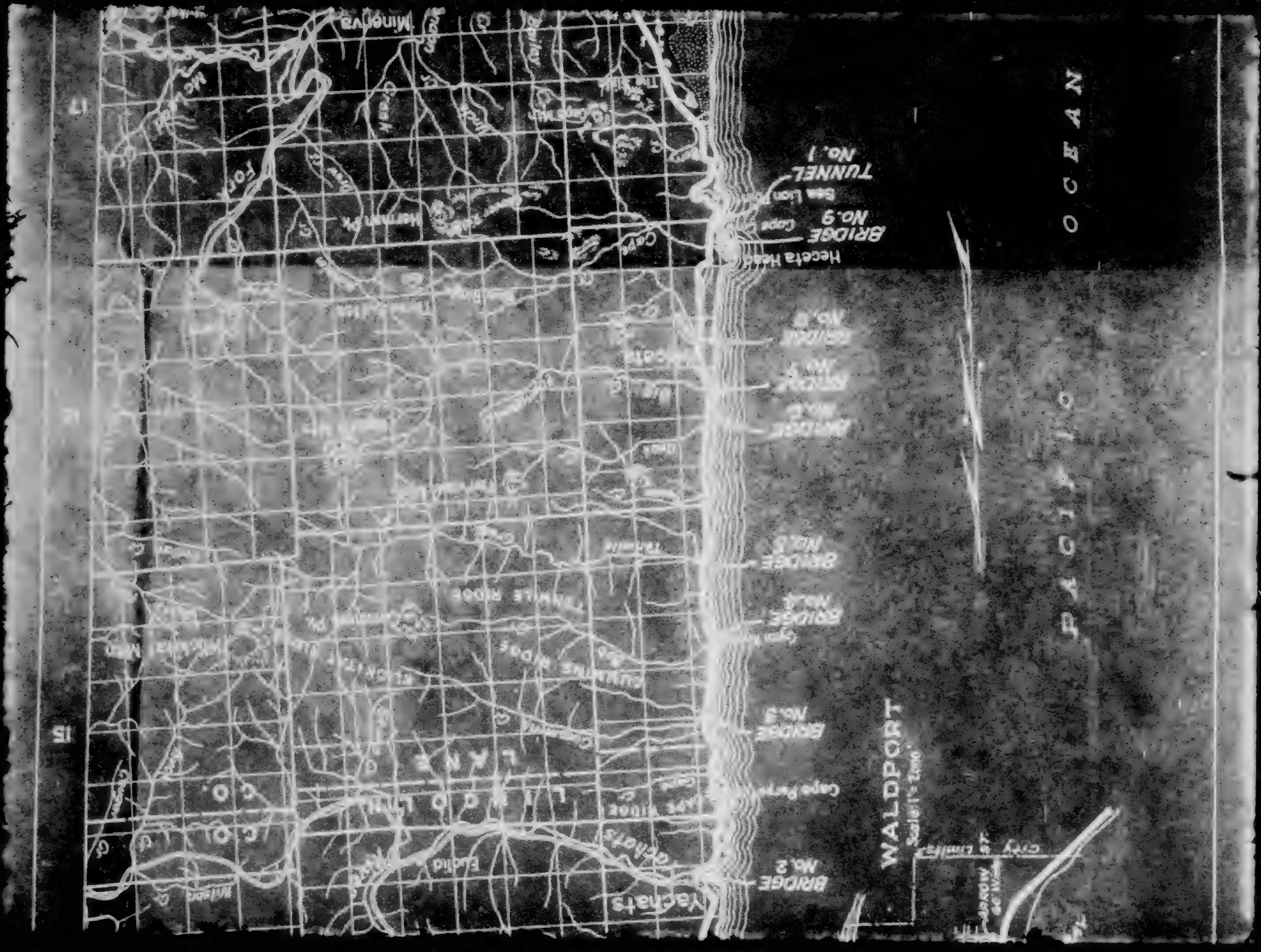
OREGON COAST HIGHWAY

LINCOLN & LANE COUNTIES

FED. AID PROJECT No. 184 (Revised)

Scale 1" = 2 Mi.

April, 1934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BRIDGE No. 2
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Alsea Bay Viewpoint Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Road
Alsea Bay Viewpoint Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trailhead Trail
Alsea Bay Viewpoint Trailhead
Alsea Bay Viewpoint Trailhead Road
Alsea Bay Viewpoint Trailhead Trail
Alsea Bay Viewpoint Trailhead
Alsea Bay Viewpoint Trailhead Road
Alsea Bay Viewpoint Trailhead Trail
Alsea Bay Viewpoint Trailhead
Alsea Bay Viewpoint Trailhead Road
Alsea Bay Viewpoint Trailhead Trail
Alsea Bay Viewpoint Trailhead
Alsea Bay Viewpoint Trailhead Road
Alsea Bay Viewpoint Trailhead Trail
Alsea Bay Viewpoint Trailhead

OCEAN

FLORENCE
Scale 1" = 1000'

city Limits

Siuslaw River

Siuslaw River Bridge

BRIDGE No. 9

TUNNEL No. 1

BRIDGE No. 10

BRIDGE No. 11

END OF PROJECT

Cape

Sea Lion

Herman Pk

Minerva

North

Hwy.

Glenada

Siuslaw

Sunset Mtn.

Cedar Cr

Lake

Mt. Popocatapetl

Beaver Cr

Moore Cr

Siltcoos

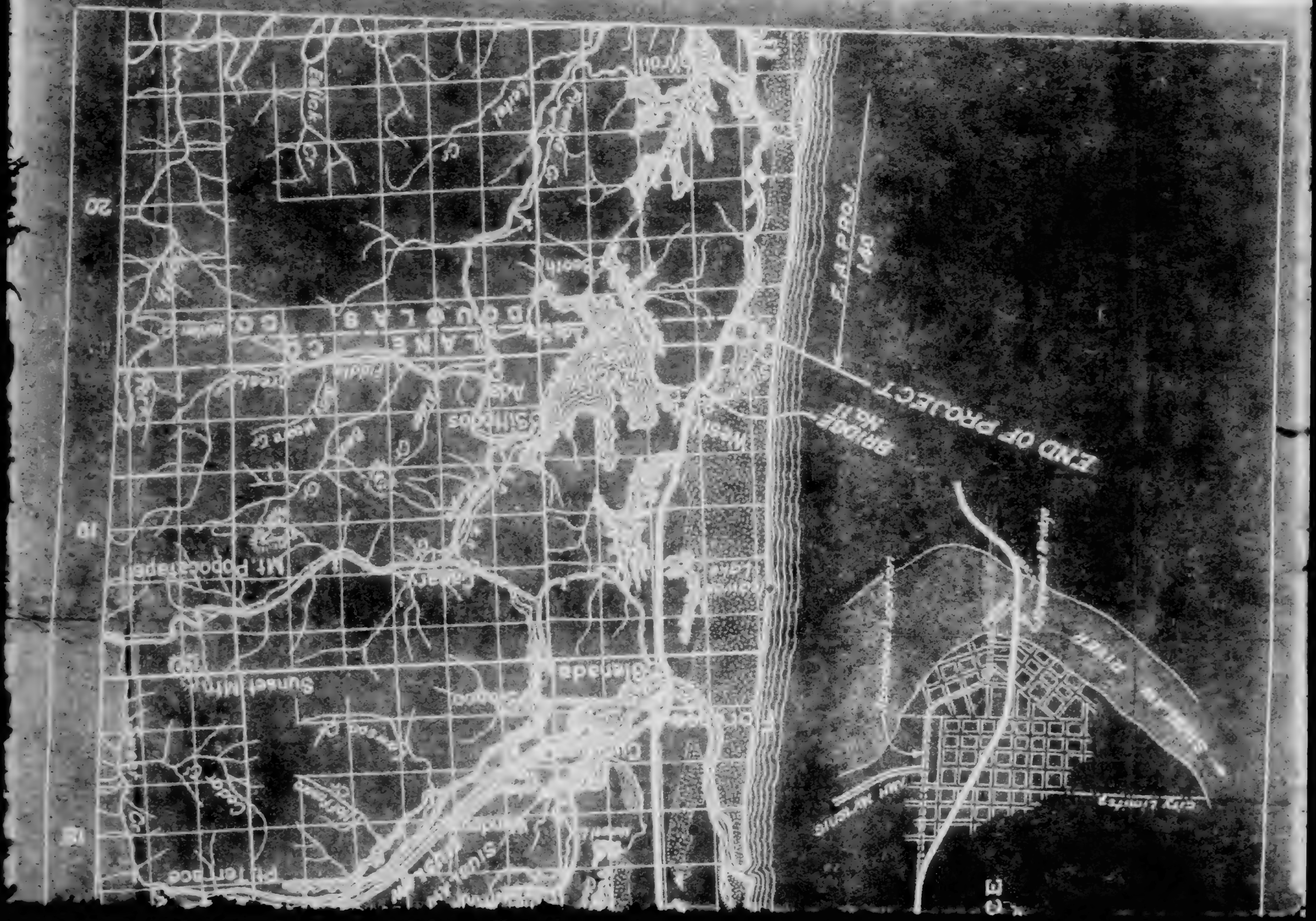
Ada

Fiddle

Creek

Fork

Coast


END OF PROJECT
Spooner
Mt. Poposhaper
Sunset Mts.
Granada
Phillips Co.
Lake
Creek
Dolores Co.
Montezuma Co.
Mancos
Cortez
Dolores
Mesa Verde
City Limits
Main Avenue
Ute Creek
Mesa Verde Nat'l Park
F.A. Proj.
20
10

April 10, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, five blueprint copies of the title sheet of the plans for the Florence Section, Projects No. NRM 144-C and NRM 144-G. Through an oversight, the title sheet of the plans sent to you previously did not contain Mr. Baldock's signature.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

April 9, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate to accompany plans for the Florence Section, Projects No. NRM-144-G and NRM-144-G.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

A portion of the mineral aggregate to be used on this work is to be secured from state-owned stockpiles located near the project. No cooperation is requested on these materials, which were produced under state contract, awarded January 21, 1931.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department — National Recovery Project

FLORENCE SECTION OF THE OREGON COAST

HIGHWAY IN LANE COUNTY

(Estimate to accompany plans. Not as basis for project agreement).

Salem, Oregon, April 9, 1934.

PROJECT NO. NRH 144-C
(Sta. 5+19.6 to Sta. 17+77.9)

All Required		Clearing and Grubbing			$ 900.00
3,800	cu. yds.	Excavation, Single Classification	$0.30		1,740.00
3,000	yd. sta.	Overhaul	0.03		90.00
1,300	cu. yds.	Rock Sub-base	2.20		2,860.00
320	" "	Crushed Rock Surfacing	3.60		1,152.00
230	" "	Gravel Shoulders	1.20		276.00
30	" "	Filler	0.50		15.00
30	yd. mi.	Hauling Filler	0.20		6.00
170	cu. yds.	Placing Mineral Aggregate	1.80		306.00
60	" "	Furnishing & Placing Mineral Aggregate	5.00		300.00
5	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00		150.00
15	"	No. 3 Oil in Place	30.00		450.00
18	"	Tar in Place	26.00		Alternate
		Subtotal			$ 8,245.00
		10% Engr. & Cont.			824.50
		Total			$ 9,069.50

Length 0.410 mile
Cost per mile $22,120.73

PROJECT NO. NRH 144-C
(Sta. 17+77.9 to Sta. 46+00)

All Required		Clearing and Grubbing		$ 1,380.00
17,400	cu. yds.	Excavation, Single Classification	$0.30	5,220.00
8,100	yd. sta.	Overhaul	0.03	243.00
4,500	yd. mi.	Truck Haul	0.15	675.00
80	lin. ft.	18" Concrete Pipe	2.50	200.00
2,100	cu. yds.	Rock Sub-base	2.20	4,620.00
550	" "	Crushed Rock Surfacing	3.60	1,980.00
370	" "	Gravel Shoulders	1.20	444.00
60	" "	Filler	0.50	30.00
60	yd. mi.	Hauling Filler	0.20	12.00
360	cu. yds.	Placing Mineral Aggregate	1.80	648.00
140	" "	Furnishing & Placing Mineral Aggregate	5.00	700.00
10	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	300.00

29	tons	No. 3 Oil in Place		$30.00	$ 870.00
33	"	Tar in Place		26.00	(Alternate)
			Sub-total		$ 17,142.00
			10% Engr. & Cont.		1,714.20
			Total		$ 18,856.20

Length .534 mile
Cost per mile $35,311.23

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRM Funds	NRM Funds
Project No. NRM 144-C	$ 9,069.50	$9,069.50	$ --
" No. NRM 144-G	18,856.20	--	18,856.20
	$27,925.70	$9,069.50	$18,856.20

NON-PARTICIPATING ITEMS

(Mineral Aggregate Furnished Under Contract No. 1247)

Project No. NRM 144-C

170	cu. yds.	Broken Stone in Stockpile	$ 1.40	$ 238.00
850	yd. mi.	Hauling Broken Stone, Pile Mess.	0.16	136.00
				$ 374.00

Project No. NRM 144-G

360	cu. yds.	Broken Stone in Stockpile	$ 1.40	$ 504.00
1,100	yd. mi.	Hauling Broken Stone, Pile Mess.	0.16	165.00
				$ 669.00

#1347

JJG

October 31, 1932

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Please find enclosed copy of a letter from J. C. Compton and the Hartford Accident & Indemnity Company, requesting an extension of time to September 30, 1932, on Contract 1547 - Berry Creek-Florence Section of the Oregon Coast Highway in Lane County.

Please advise us of your recommendation in connection with the granting of this extension of time.

Hereafter in submitting recommendations to accompany applications for extension of time please state the following: What the additional cost or expense is due to the overrun, has the public been inconvenienced due to the overrun, reason for the overrun and whether or not the contractor should be charged with liquidated damages.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

STENCIL NO. 124

1046

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 26, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 27 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

Aug. 9138

RECEIVED
AUG 27 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon Emergency Federal Aid
Project No. 144, Section G.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 26, 1931, by the State Highway Commission of Oregon, and on April 27, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 144, Section G; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved therefor to provide for an increase in thickness of the oil mat surface treatment from ½" to 1-1/8" over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section G be increased from $69,004.98 to $77,611.93, and that the Federal funds approved and set aside to the credit of said Section G be increased from $36,612.32 to $42,009.88;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section G be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of forty-two thousand, nine and 88/100 dollars ($42,009.88) as the share of the United States payable under said act on account of Section G of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article I shall read:

"Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State, $25,707.37 which has been provided from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and an additional amount sufficient to cover the State's share of the cost of construction, from funds available in accordance with Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G of said project shall not in any event exceed the sum of forty-two thousand, nine and 88/100 dollars ($42,009.88), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-seven thousand, six hundred eleven and 93/100 dollars ($77,611.93), the approved total estimated cost of Section G of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 20th day of July, 1932, and the Secretary of Agriculture on the 18th day of August, 1932.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By E B Wedin
Member, State Highway Commission

By Geo H Washburn
Member, State Highway Commission

C W Marvin
Acting Secretary of Agriculture

Oregon Emergency Federal Aid
Project No. 144, Section G.

Form. PR. 8 –Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Emergency Federal Aid Project No. 144, Section G, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 77,611.93 in lieu of the $36,612.32 approved by Certificate of April 27, 1931, as the total estimated cost of said project, and the sum of $ 42,009.88/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 18th day of August one thousand nine hundred and Thirty-two

C. W. Marvin
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4929

July 16, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In your letter of July 13th, transmitting for execution the modification of agreement for the Sutton Lake-Florence Section, Federal Aid Project No. 144-A, you comment on the doubtful economy of making the oil surface only 18 feet wide.

We agree with you that it probably would have been advisable to have constructed this oil surface to a width of 20 feet, and we do not now recall why the 18 foot width was used, except that that width was determined upon by the division engineer. It is now too late to make a change, however, as all of that section is now completed.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

July 13, 1932

144-G

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for execution and return to this office are three copies of modification of agreement for Oregon Federal Aid Project No. 144-G, Sutton Lake-Florence section, Oregon Coast Highway. There is also enclosed one copy each of approved estimate and specifications.

Our attention has been called to the doubtful economy of making the oil surface only 18' wide. Deterioration of low type oil surfaces invariably begins at the edges, and if they are wide enough the traffic will be kept away from this weakest point. We believe that all of the low type oil surfaces which carry fairly heavy traffic should be made 20' wide.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

RECEIVED
JUL 14 1932
OREGON
STATE HIGHWAY COMMISSION

Form 30—3165—5M—2-32.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JUL 13 1932
OREGON
STATE HIGHWAY COMMISSION

Date ....., 1932

Job name ..... Week from ..... to .....

..... Mail address .....

Highway ..... Telegraph or telephone address .....

County ..... Job prefix ..... Express and freight address .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

JUL 19 1932

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday		
Monday		
Tuesday . . .		
Wednesday . .		
Thursday . . .		
Friday		
Saturday . . .		

RECEIVED
JUL 16 1932
CONSTRUCTION ENGINEER

Signed .....

Title .....

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be measured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR1447

April 16, 1932.

Mr. E. A. Collier,
Division Highway Engineer,
Roseburg, Oregon.

Dear Sir:

In answer to your request of April 13th, we are listing below the location of each stockpile and the quantity of each size of rock therein on the Berry Creek-Florence Section of the Oregon Coast Highway, as shown in the final records of Kern & Kibbe's surfacing contract No. 1247.

	Location	Amount
2½" - 1½"	Sta. 469	Total- 1,531.49 cu. yds.
1½" - 3/4"	Sta. 469	1,702.93
	" 336	643.14
	" 222	1,842.62
		Total- 4,188.69 cu. yds.
3/4" - ¼"	Sta. 469	709.87
	" 336	373.17
	" 222	817.13
		Total- 1,900.17 Cu. Yds.
¼" - ¼"	Sta. 469	709.01
	" 336	378.05
	" 222	813.99
		Total- 1,901.05 cu. yds.
¼" - 0" (Screen Rejections)	Sta. 469	244.21
	" 336	156.65
	" 222	235.39
	Marr Lake	267.30
		Total- 903.55 cu. yds.

144-G

Mr. R. A. Collier - 2. April 16, 1932.

This information does not appear on the final estimate as the different sizes of material were all produced at the same price and only the total amount of material stockpiled at each location is shown thereon.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by D. G. DeHart/ER.

...PORTLAND
...PAULDING, SALEM
H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF ~~WM. E. CHANDLER~~ DIVISION ENGINEER
~~GRANTS PASS, OREGON~~
ROSEBURG, OREGON

RECEIVED
APR 11 1932
COMMISSION

April 13, 1932

149 G

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: S. H. Probert

Dear Sir:

Please send me a list, showing the station and the number of cubic yards of each size of rock in the stock piles on the Berry Creek-Florence section of the Coast Highway.

This material was placed in piles, under contract with Kern & Kibbe, last year. The inventory of maintenance materials, as of November 1, 1931 submitted by Raymond Walsh of this section, does not check with my memory, and I do not have in this office a copy of the final estimate. I think DeSart can get this for me without much trouble.

Very truly yours

E. A. Collier

E. A. COLLIER
Division Engineer

EAC:VR

#1247
Lane Co

PR1448

February 26, 1932

Hartford Accident & Indemnity Co.,
Jewett, Barton & Leavy, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

We hand you herewith copy of affidavit, received from the Bureau of Labor, Portland, relative to the claim of Arnold Andersen against Kern & Kibbe, in the sum of $54.80, for labor and services performed for them in connection with their contract for the surfacing of the Berry Creek-Florence Section of the Roosevelt Coast Highway in Lane County, being State Highway Contract No. 1247.

This information is being passed on to you as you appear as surety on the bond of the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

cc Kern & Kibbe,
290 N. Salmon St.,
Portland, Oregon.

February 26, 1932

Bureau of Labor,
101 Courthouse,
Portland, Oregon.

Attention of Mr. Charles H. Elrod,
Deputy Commissioner of Labor

Gentlemen:

Acknowledgment is made of the receipt of your letter of the 25th instant, enclosing the affidavit of Arnold Anderson who has a claim against Kern & Kibbee, in the sum of $34.80, for labor and services performed for Kern & Kibbe in connection with their contract for the surfacing of the Berry Creek-Florence Section of the Roosevelt Coast Highway in Lane County, being State Highway Contract No. 1247.

This information is being passed on to the contractors and the surety on their bond, in accordance with our usual practice.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

OF LABOR

STATE OF OREGON
BUREAU OF LABOR
ROOM 101 COURT HOUSE

CHAS. H. ELREY
ATTORNEY AND DEPUTY
COMMISSIONER OF LABOR

RECEIVED
FEB 26 1932
OREGON
STATE HIGHWAY COMMISSION

PORTLAND, OREGON,

February 25, 1932

State Highway Commission,
Capitol Building,
Salem, Oregon.

Gentlemen:

Referring to our letter to you of February 18th, enclosing affidavits of a number of wage claimants who had filed claims with this Bureau against Kern & Kibbe for labor performed on the Roosevelt Highway near Florence, Oregon, and asking that you send us a certified copy of the contract and bond of that company:

The contract and bond has been received by this office, but for your records we are enclosing an affidavit of Mr. Arnold Anderson, who was also employed by Kern & Kibbe on the Roosevelt Highway job.

Very truly yours,

BUREAU OF LABOR

By Charles H. Elrey
Deputy Commissioner of Labor

CHE/GK

Enc.

STATE OFOOREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Arnold Anderson, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour, and that I performed work, labor and services on behalf of said Kern & Kibbe on the section of the Roosevelt Highway extending from Florence, Oregon, to a point approximately ten miles north thereof; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractors on said state work; that there is due and owing me the sum of approximately $34.80 for said work, labor and services; that I have made demand upon said contractors for said sum, but they have failed and refused to pay same; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Arnold Anderson

Subscribed and sworn to before me this 24th day of February, 1932

Chas. H. Ebey
Notary Public for Oregon

My commission expires 5/3/33.

Land Cr #1247

PR 144 J

February 19, 1932

Hartford Accident & Indemnity Co.,
Jewett, Barton & Leavy, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

We attach hereto copies of affidavits, which were received from the Bureau of Labor, Portland, relative to the claims of the following named persons

Howard Taylor
Allen Taylor
L. B. Spencer
Frank E. Gage
Roland Laplante
Emery Stratton
Jack Montyes
Ralph Chambers
Kenneth Chambers

against Kern & Kibbe, to whom the State Highway Commission awarded the contract for the surfacing of the Berry Creek-Florence Section of the Oregon Coast Highway in Lane County, State Highway Contract No. 1247.

This information is furnished you as you appear as surety on the bond of the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

AJ

By
Secretary

cc Kern & Kibbe
290 S. Salmon St.
Portland, Ore.

February 19, 1932

Bureau of Labor,
Room 101, Courthouse,
Portland, Oregon.

Attention of Mr. Charles H. Elvey,
Deputy Commissioner

Gentlemen:

Acknowledgment is made of the receipt of your letter of the 18th inst., enclosing affidavits of claims of the following parties, all of whom were employed by Kern & Kibbe on highway construction work near Florence:

Howard Taylor
Allen Taylor
L. B. Spencer
Frank E. Gage
Roland Laplante
Emery Stratton
Jack Hentges
Ralph Chambers
Kenneth Chambers

Responding to your request, I am enclosing in this letter a certified copy of the contract referred to.

In accordance with the usual practice I am today advising the contractors and their surety that these claims have been filed.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

...ONER OF LABOR

CHAS. H. ELREY
ATTORNEY AND DEPUTY
COMMISSIONER OF LABOR

STATE OF OREGON
BUREAU OF LABOR
ROOM 101 COURT HOUSE

PORTLAND, OREGON,

February 18, 1932

RECEIVED
FEB 19 1932
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Capitol Building,
Salem, Oregon.

Gentlemen:

Enclosed herewith please find affidavits of:

Howard Taylor $108.60
Allen Taylor $104.10
L. B. Spencer $109.10
Frank E. Gage $116.70
Roland Laplante $50.00
Emery Stratton $42.00
Jack Hentges $113.40
Ralph Chambers $42.90
Kenneth Chambers $101.10

all of whom were employed on the Roosevelt Highway near Florence, Oregon, by Kern & Kibbe.

Inasmuch as all of these claims have been assigned to the Bureau, I will appreciate receiving a certified copy of the contract and the bond of Kern & Kibbe covering this project.

Very truly yours,

BUREAU OF LABOR

By Charles H. Elrey
Deputy Commissioner of Labor

CHE/GK

Enc.

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Allen Taylor, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Kern & Kibbe on the section of the Roosevelt Highway extending from Florence, Oregon, to a point approximately ten miles north thereof; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractors on said state work; that there is due and owing me the sum of approximately $104.10 for said work, labor and services; that I have made demand upon said contractors for said sum, but they have failed and refused to pay same; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Allen Taylor.

Subscribed and sworn to before me this 22 day of January, 1932

Charles H. Ellis
Notary Public for Oregon

My Commission expires 5/5/35

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, L. B. Spencer, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Kern & Kibbe on the section of the Roosevelt Highway extending from Florence, Oregon, to a point approximately ten miles north thereof; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractors on said state work; that there is due and owing me the sum of approximately $107.10 for said work, labor and services; that I have made demand upon said contractors for said sum, but they have failed and refused to pay same; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

L B Spencer

Subscribed and sworn to before me this 21 day of January, 1932

Charles A Elsey
Notary Public for Oregon

My commission expires 5/5/35

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Howard Taylor, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Kern & Kibbe on the section of the Roosevelt Highway extending from Florence, Oregon, to a point approximately ten miles north thereof; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractors on said state work; that there is due and owing me the sum of approximately $108.60 for said work, labor and services; that I have made demand upon said contractors for said sum, but they have failed and refused to pay same; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the highway commission. This affidavit is made pursuant to the Oregon Law.

Howard Taylor

Subscribed and sworn to before me this 22 day of January, 1932

Charles H. Edny
Notary Public for Oregon

My commission expires 3/5/33.

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Frank E. Gage, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Kern & Kibbe on the Florence, Oregon, section of the Roosevelt Highway; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractor on said state work; that there is due and owing me the sum of approximately ~~$110.00~~ $116.70 for said work, labor and services; that I have made demand upon said contracting company for said sum, but they have failed and refused to pay; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Frank E. Gage

Subscribed and sworn to before me this 21 day of January, 1932

Charles K. Ehrey
Notary Public for Oregon

My commission expires 5/5/32

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Roland Laplante, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Kern & Kibbe on the section of the Roosevelt Highway extending from Florence, Oregon, to a point approximately ten miles north thereof; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractors on said state work; that there is due and owing me the sum of approximately $50.00 for said work, labor and services; that I have made demand upon said contractors for said sum, but they have failed and refused to pay same; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Roland Laplante

Subscribed and sworn to before me this 24 day of January, 1932

Charles H. Edney
Notary Public for Oregon

My commission expires 5/2/35.

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Emery Stratton, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Kern & Kibbe on the section of the Roosevelt Highway extending from Florence, Oregon, to a point approximately ten miles north thereof; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractors on said state work; that there is due and owing me the sum of approximately $42.00 for said work, labor and services; that I have made demand upon said contractors for said sum, but they have failed and refused to pay same; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Emery Stratton

Subscribed and sworn to before me this 20 day of January, 1932

Charles H. Elsey
Notary Public for Oregon

My Commission expires 5-15-35.

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Jack Hentges, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Kern & Kibbe on the section of the Roosevelt Highway extending from Florence, Oregon, to a point approximately ten miles north thereof; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractors on said state work; that there is due and owing me the sum of approximately $113.40 for said work, labor and services; that I have made demand upon said contractors for said sum, but they have failed and refused to pay same; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Jack Hentges

Subscribed and sworn to before me this 20th day of January, 1932

Charles A. Elsey
Notary Public for Oregon

My commission expires 5/5/35

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Ralph Chambers, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Kern & Kibbe on the section of the Roosevelt Highway extending from Florence, Oregon, to a point approximately ten miles north thereof; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractors on said state work; that there is due and owing me the sum of approximately $42.90 for said work, labor and services; that I have made demand upon said contractors for said sum, but they have failed and refused to pay same; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Ralph Chambers

Subscribed and sworn to before me this 11 day of January, 1932

Charles H. Elsner
Notary Public for Oregon

My commission expires 9/5/33

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Kenneth Chambers, being first duly sworn depose and say that I was employed by Kern & Kibbe as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Kern & Kibbe on the section of the Roosevelt Highway extending from Florence, Oregon, approximately ten miles north; that I performed work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractors on said state work; that there is due and owing me the sum of approximately $101.10 for said work, labor and services; that I have made demand upon said contractors for said sum, but they have failed and refused to pay same; that I make this affidavit to secure a certified copy of the bond and contract of Kern & Kibbe from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Kenneth Chambers

Subscribed and sworn to before me this 26th day of January, 1932

Charles H Elsey
Notary Public for Oregon

My commission expires 5/5/35

#124
Lane Co.

RP 1944 G

December 16, 1931

Hartford Accident & Indemnity Company,
Jewett, Barton & Leavy, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1247 for the construction of the Berry Creek-Florence Section of the Oregon Coast Highway in Lane County consisting of 10.07 miles of surfacing, has been completed by the contractors, Kern & Kibbe, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 26th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $104,806.58 including the final payment. Of this amount $344.57 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

cc to Hartford Accident & Indemnity Co., Spalding Bldg., Portland.

Form 30—F-20128—5M—1-21

OREGON STATE HIGHWAY DEPARTMENT

Pl 44 g

FIELD ENGINEER'S WEEKLY REPORT

Date November 28, 1931

Job name Berry Creek--Florence Surfacing

Week from 22nd. to 28th.

Mail address Florence, Oregon.

Highway Oregon Coast

Telegraph or telephone address "

County Lane Job prefix 20-PO

Express and freight address Cushman, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Cleaning up odds and ends.

Staked off Right of way for stock piles at the quarry road, Highway Station 469+00.

Staked out Stock pile site for screenings at Marr lake, highway station 442 + 00.

RECEIVED

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information)

Signed Russel Jones

Title Transitman.

PR 1449

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 10.07

Miles completed 10.07

Miles partially done ..... --

Total cubic yards in project 37,934

Cubic yards produced to date 37,934

Average daily yardage produced this week ..... --

Average daily yardage necessary to complete on time ..... --

Contractor's average force for week ..... -- *men,*

-- *teams,* ..... -- *trucks*

Project will be completed about ..... --

Number of men in Engineering Party 1

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 20-PO ..... *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 144g

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 12, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

The voucher for Oregon Emergency Federal Aid Project No. 144-C claiming $8,647.40 Advance Funds has been passed for payment in the amount of $17,274.30, of which $8,647.40 is from Federal Aid and $8,626.90 from Advance Funds.

The amount of Advance Funds claimed plus the previous payment of Advance Funds exceeded the amount of Advance Funds ($25,876.86) as set up in the project agreement, by $20.50.

Very truly yours,

W. H. LYNCH
District Engineer

By
J. A. Elliott
Sr. Highway Engineer

Jon

(3

PR1449

September 21, 1931.

Mr. Ray A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to vouchers received today as follows:

Project	Period	Amount
Ore.F.A.P.144-B	8/16/31 - 8/31/31	$17,294.80
Ore.F.A.P.167-A	8/12/31 - 8/31/31	42,057.85.

The original of these documents is being returned in each instance on account of missing signature. Will you kindly complete and resubmit promptly in order that the vouchers may be forwarded for payment.

Very truly yours,

W. H. LYNCH
District Engineer.

Encls.

FORM S-0-1 P-20040 500 1-51

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

PR 1449.

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

July 28, 1951

Kelly and Kiphe
290 N. Salmon St.
Portland, Oregon

File 20 F3

Gentlemen:

While the completion date on your Berry Creek-Florence surfacing contract is November 15, 1951, the schedule of performance provides that production of surfacing materials shall commence not later than May 15. Under these provisions, we had expected that 86% of the contract would be finished by September 1.

As you know, Federal aid emergency funds are available if spent before September 1 and not thereafter, and we are therefore very anxious to secure as large a production as possible before September 1.

Very truly yours,

E. A. Collier
Division Engineer

EAC:EF
cc R.A.Klein
cc E.E.Umphlette

(44) 9138

Form P. R. 2

EMERGENCY State Oregon

FEDERAL AID Project No. 144, Section G.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of March, 1931

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of October, 19 28, a project statement, which was approved by the Secretary on the 14th day of January, 19 29, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 9th day of December 19 30, and approved by the Secretary on the 27th day of April, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirty-six thousand, six hundred twelve and 32/100

dollars ($ 36,612.32) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate as approved the total Federal payments shall not exceed the Federal pro rata share

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State $25,576.86, which may be provided in whole or in part from the
(Include amount, date, and citation of
State's apportionment of "Advance Funds" under the Emergency Act of December 20,
act of legislature by which authorized)
1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such
"Advance Funds," together with any additional amount necessary to cover the State's
~~By the county~~ share of the cost of construction shall be met from
(Include amount, date, and citation of statute
State funds available for expenditure by the Highway Department under Chap. 175,
by which authorized, and whether derived from tax levy or bond issue)
Laws of 1917, and Chap. 71, Laws of 1920.
such funds having been placed under the direct control of the Highway Department by .....

.....
(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 12+50 near the intersection of Hamlin and Josephine Streets in the town of Florence, and survey station 321+00 in the N.E.¼ of Sec. 35, T.17 S., R.12 W., W.M., at the south end of Section E of said project,

..... terminal points, a distance of 5.854 miles, known locally as the Sutton Lake-Florence Section of the Roosevelt Coast Highway, between Coos Bay and Hebo, Lane County, being Oregon Emergency Federal Aid Project No. 144, Section G.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act.

(c) The Highway Department hereby agrees that, when traffic conditions require, it will use every means at its command to place, or to have placed, upon the road embraced in this project such additional surfacing as will adequately meet the traffic needs and conditions thereon.

(d) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of thirty-six thousand, six hundred twelve and 32/100 dollars ($ 36,612.32), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-nine thousand, four and 98/100 dollars ($ 69,004.98), the approved total estimated cost of Section 6 of said project.

S-5518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ---------- upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ----------

---------- (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ---------- (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ----------

the State Treasurer

---------- (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927

(Include reference to statute authorizing

---------- funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6516

(Official or depository)

terms hereof, to ----------

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the ----------, upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: ----------

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the ----------, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ----------

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ----------

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 7th day of April, 1931.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H B VanDuzer
Chairman, State Highway Commission
(Title of officer)

By ----------
Member, State Highway Commission
(Title of officer)

[SEAL] By C L Sturdevant
Member, State Highway Commission
(Title of officer)

By ----------
(Title of officer)

By ----------
(Title of officer)

[SEAL] ----------
Acting Secretary of Agriculture.

5818

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 12+50 near the intersection of Hamlin and Josephine Streets in the town of Florence, and survey station 321+00 in the N.E.¼ of Sec. 35, T.17 S., R.12 W., W.M., at the south end of Section E of said project, locally known as the Sutton Lake-Florence Section of the Roosevelt Coast Highway, between Coos Bay and Hebo, Lane County, and designated in the records of this Department as Project No. 144.1 Emergency Federal Aid Section G, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $69,004.98 as the total estimated cost of said project, and the sum of $36,612.32 Section G of as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27th day of April one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—1929

PR 144 G

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

March 20, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for execution and return to this office are three copies of agreement for Oregon Emergency Federal Aid Project No. 144-G, Sutton Lake-Florence section of the Oregon Coast Highway.

As indicated in our letter of March 19, it is now apparent that not less than 50% Federal Aid must be requested on all Emergency projects not affected by the mileage limitation. In order to expedite procedure, the Federal Aid on this project has been increased to 50% on the estimate of cost of the work expected to be completed on September 1, and an amount has been set up to cover the balance of the cost of this work, all or any portion of which may be drawn from "Advance Funds." To be explicit, the estimate shows the cost of work to be completed on September 1 as $51,753.73. For this portion, we have allotted Federal Aid in the amount of $25,876.87 and have shown as Advance Funds $25,876.86. The full amount of cost is covered by these items as it is our understanding that full payment of Federal Aid and Advance Funds will be made on these Emergency projects as of August 31, 1931. The totals of the various funds have been changed as follows:

Federal Aid	$36,612.32
Advance Funds	25,876.86
State Funds	6,515.80

On intermediate vouchers payment should be requested on the basis of 50% each from regular Federal Aid and Advance Funds.

The cost analysis submitted for the oil treatment appears to be satisfactory with the understanding that no charge for equipment rental will be included in vouchers claiming payment for this item of work.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

PR144-B

OREGON STATE HIGHWAY COMMISSION

SALEM

March 2, 1932.

Mr. W. E. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three copies of resolution passed by the council of the city of Florence which guarantees that no encroachments will be permitted within the right-of-way of Project No. 144-B which is situated within the city limits.

Very truly yours,

R. A. ELLIS,
State Highway Engineer,

By

S. H. Prahert,
Office Engineer.

Dicta. by J. W. Nash/ER.

encl.

...VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER

SALEM

February 13, 1931

(2)

Mr. S. H. Probert
O f f i c e

Dear Sir:

Attached you will find duplicate copies of resolution passed by the City of Florence guaranteeing that no encroachments will be permitted on the right of way of the Roosevelt Coast Highway within the corporate limits of Florence.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF

RESOLUTION

WHEREAS, State Highway No. 9 of the State of Oregon, known as the ~~Roosevelt Coast~~ Highway, is routed through the City of Florence, Lane County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: ~~Josephine, Washington and Adams~~

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of ~~Florence~~ will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Florence, Lane County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 9 of the State of Oregon, known as the Roosevelt Coast Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Florence, Lane, County, Oregon, this 9th day of February 1931.

Attest:

D. M. Kyle (Sd.)
Mayor.

Marion Morris (Sd.)
City Recorder.

- - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Florence, Lane County, Oregon, on the 9th day of February 1931. at the regular meeting of said Common Council.

Dated this 9th day of February, 1931.

Marion Morris (Sd.)
City Recorder.

March 4, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Sutton Creek-Florence Section, Project No. 144-C. Six copies of cost analysis covering the preliminary oil treatment are likewise enclosed.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. E. Nash/ER.

encl.

Oregon State Highway Department — Emergency Project No. 144-G

[redacted] SECTION

OF THE ROOSEVELT COAST HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreements based on low bid prices)

Salem, Oregon, February 28, 1931.

SURFACING

11,480 cu. yds.	Sub-base Course Surfacing	$1.46	$16,760.80
3,970 cu. yds.	Base Course Surfacing	1.55	6,153.50
2,530 cu. yds.	Top Course Surfacing	1.65	4,174.50
120,000 yds. mls.	Hauling Broken Stone (Tr. Mens.)	0.14	16,800.00
6,000 cu. yds.	Gravel Shoulders	0.40	2,400.00
12,000 yds. mls.	Hauling Shoulder Gravel	0.16	2,080.00
3,500 cu. yds.	Earth Filler	0.30	1,050.00
8,000 yds. mls.	Filler Haul	0.16	1,408.00
700 M-Gals.	Sprinkling	2.00	1,400.00
1,700 cu. yds.	Common Overburden	0.25	425.00
4,000 cu. yds.	Solid Rock Overburden	0.60	2,400.00
62,000 sq. yds.	Oiling	0.12 (Est)	7,440.00
		Sub-total	$ 62,751.80
		10% Engr. & Cont.	6,273.18
		Total	$69,004.98

Length of Project 5.054 Miles

Cost per mile $11,787.66

Estimated per cent complete on Sept. 1, 1931 75%

SUMMARY

Item	Total Cost	Federal Aid	Federal Emergency Advance Funds	State Funds
Work done prior to Sept. 1, 1931	$51,755.73	$15,526.11 (30%)	$28,464.55 (55%)	$7,765.07
Work done after Sept. 1, 1931	17,251.25	10,755.45 (62.2%)	- -	6,515.80
	$69,004.98	$26,281.56	$28,464.55	$14,270.87

State Funds for Construction: Chapter 178, Laws 1917, Chapter 31, Laws 1920.
" " " Maintenance: Chapter 41, Laws 1927.

SUTTON LAKE - FLORENCE

ANALYSIS OF COST

PRELIMINARY OIL TREATMENT

PROJECT NO. 144-6

	Per Sq. Yd.
Preparing Base	$ .000
No. 5 Oil	.026
Heating, Hauling and Spreading	.025
Aggregate	.020
Loading, Hauling and Spreading	.007
Supervision	.000
Move and Set Up	.002
	$ .130 per sq. yd.

Form 89—E-17106—2M—6-30

PR,149

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date February 14, 1931

Job name Berry Creek-Florence Section Surfacing

Week from 9th *to* 15th

Mail address Florence, Oregon.

Highway Roosevelt Coast

Telegraph or telephone address " "

County Lane *Job prefix* 20-PO

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor started clearing quarry site Wednesday, February 11.

Hauling road from quarry site to highway will be built on 10% grade and will enter highway at station 469. Road will be one mile long.

Party:

Field, rerunning center line and taking cross-sections between Sutton Creek and Florence.

(See back of this sheet for instructions and detailed information.)

Signed E. [illegible]

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 10.07

Miles completed ..... --

Miles partially done ..... --

Total cubic yards in project 45,800

Cubic yards produced to date ..... --

Average daily yardage produced this week ..... --

Average daily yardage necessary to complete on time ..... --

Contractor's average force for week ..... 2 ..... *men,*

..... -- ..... *teams* ..... -- ..... *trucks*

Project will be completed about 11/15/31

Number of men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 20-PO ..... *Percentage* 67
2. ..... 20-PM ..... *Percentage* 17
3. ..... 20-PK ..... *Percentage* 13
4. ..... 94-CE ..... *Percentage* 3

PR:1448

February 5, 1931

Kern & Kibbe, Inc.
290 E. Salmon Street
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded you by the State Highway Commission for the surfacing of the Berry Creek-Florence Section of the Roosevelt Coast Highway in Lane County.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

Inc.

PR1443

PHIL. METSCHAN
PRESIDENT

THE HOUSE OF PERSONAL SERVICE

OTTO W. METSCHAN
ASST. MANAGER

Imperial Hotel

Portland, Oregon

Jany. 16, 1931.

COPY SENT TO MEMBERS OF COMMISSION
JANUARY 19, 1931

State Highway Commission,
Portland, Oregon.

Gentlemen:

Re: Berry Creek-Florence Surfacing:

Your attention is respectfully referred to the proposals for the construction of the above mentioned project. The call for bids specified two alternate proposals, one upon a quarry site of State selection and one selected by bidder from certain locations along the Siuslaw River Valley. The latter being subject to the approval of the Commission's engineers. Under these conditions I submitted proposals covering both locations and was low bidder upon the Siuslaw quarry site.

My data from the State quarry location does not afford the necessary assurance that there is sufficient and suitable rock available for the completion of the project, or, if available, that it can be recovered without the removal of prohibitive volumes of both common and solid rock over-burden excavation upon which unit prices were requested and payment, therefore, must be accordingly made.

As concerns the Siuslaw location with reference to uniformity and quality of material, I believe it superior to the State location. As well, a quarry operating at the location I have selected in the Siuslaw Valley should eventually save the State and Government a great deal of money on future work in the vicinity.

In view of the foregoing, I believe my bid is the lowest and best bid for the satisfactory and economical construction of the work.

Very truly yours

F. J. KERNAN

FJK:DK

PR

MYG

Jan. 12, 1951.

Mr. W. E. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate, five bid proposals and five sets of specifications for oil treatment to accompany the surfacing specifications for the Sutton Creek-Florence Section, Project No. 144-G. We are likewise sending, under separate cover, five blueprint copies of sheet No. 2, which has been revised to show the typical surfacing section and the surfacing quantities.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Project No. 144-G

[illegible] OF THE ROOSEVELT COAST HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, January 12, 1931.

11,480 cu. yds.	Sub-base Course Surfacing	$1.35	$15,498.00
5,790 cu. yds.	Base Course Surfacing	1.50	8,685.00
2,550 cu. yds.	Top Course Surfacing	1.50	3,825.00
120,000 yd. mi.	Hauling Broken Stone, Truck Haul	0.15	18,000.00
6,600 cu. yds.	Gravel Shoulders	0.30	1,980.00
13,000 yd. mi.	Hauling Gravel Shoulders	0.16	2,080.00
3,500 cu. yds.	Earth Filler	0.30	1,050.00
8,000 yd. mi.	Filler Haul	0.22	1,760.00
700 M-Gals.	Sprinkling	2.50	1,750.00
1,700 cu. yds.	Common Overburden	0.35	595.00
4,000 cu. yds.	Solid Rock Overburden	0.70	2,800.00
42,000 sq. yds.	Oiling (State Forces)	0.12	5,040.00
	Sub-total		$ 82,483.00
	10% Engr. & Cont.		8,243.30
	Total		$ 90,726.30

Length of project 8.854 miles
Cost per mile $11,731.51

Amount requested from Federal Aid Funds	$42,737.26 (62.23%)
Amount requested from Govt. Emergency Advance Funds	18,000.00
State funds available	7,939.04
	$68,676.30

SPECIFICATION FOR PRELIMINARY OIL TREATMENT

BERRY CREEK-FLORENCE SECTION

Federal Aid Proj. No. 144-G

1. Description: - As a means of preserving newly constructed broken stone or crushed gravel surfacing during the interim between the completion of the surfacing and the construction upon it of a bituminous macadam wearing surface, the surfacing shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the surfacing is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: - 18 feet with extra width as required.

3. Size of Aggregates: - Grade "B" - 3/4 to 1/2 inch
   Grade "A" - 1/2 to 1/4 inch

4. Oil: - No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Preparation of Surfacing: - a. Perform whatever operations may be necessary to bring the newly constructed surfacing to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the surfacing thoroughly, removing from the surface all dust, dirt and loose stones.

6. Construction Procedure: - a. Apply No. 3 oil at a rate of 0.20 gallon per square yard.

   b. Spread 3/4" - 1/2" aggregate at a rate of .0125 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where required. Roll until course is thoroughly compacted.

   c. Apply No. 3 oil at a rate of 0.25 gallon per square yard.

   d. Spread 1/2" - 1/4" aggregate at a rate of .009 cubic yard per square yard. Blade and broom to smooth surface, adding additional aggregate by hand where needed to insure uniform cover. Roll until course is thoroughly compacted.

7. Correction of Defects: - Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Spec. O-29.
1/7/31.

SPECIFICATION FOR PRELIMINARY OIL TREATMENT

- - - - - BERRY CREEK-FLORENCE SECTION - - - - - -

Federal Aid Proj. No.- ~~144~~-G

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Spec. O-29.
1/7/31.

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BERRY CREEK-FLORENCE SECTION

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Spec. O-29.
1/7/31.

7-30-5M

Southern Pacific Company

306 YAMHILL STREET, PORTLAND, OREGON
PHONE BEACON 7171

J. H. MULCHAY,
FREIGHT TRAFFIC MANAGER
W. F. MILLER,
GENERAL FREIGHT AGENT
L. A. BROCKWELL,
ASST. GEN'L FREIGHT AGENT

~~7-117~~ 5-100
PR 114-2
file

B-7307-Oregon

Dec. 10, 1930

DEC 13 1930

Mr. Roy Klein,
Chief Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

This will confirm 'phone conversation date with reference to rate on gravel to Cushman for use on the Florence-Berry Creek Highway.

For account of the State Highway Commission, we will protect rates of 2¢ from Reedsport and 4¢ from Eugene to Cushman, minimum 100,000 lbs. per car, shipments to be consigned to State Highway Commission. As explained to you verbally, these rates are made for the purpose of meeting the production of crushed rock on or near the proposed highway, this to enable us to participate in the haul and also to enable the Highway Commission to use gravel if they so desire for this project.

As explained, these rates should not be used as a comparison for making future rates either in that vicinity or between points of equal distance in connection with which the conditions may be entirely dissimilar.

If it is concluded to use the gravel from either of these two points and you will so advise, we will arrange for protection of the above rates.

(Copies made for Messrs. Collier, Baldock and Hollenberg, 12-15-30)

Yours truly,
-W F Miller

Northwest Canning Company

SALEM, OREGON

Saturday, November 29, 1930.

Mr. H. B. Van Duzer, Esq.,
Arlington Club,
Portland, Oregon,

My dear Van:

Two weeks ago I was motoring through Eastern Oregon. I had been staying at Harry Corbett's place on the Metolius and then essayed to drive to Bend to Klamath Falls. The weather was awful. There were snow and all kinds of climatic troubles. What I want to say in this letter is that whoever looks after the Highway Commission work in that part of the country did a fine job. In face of very bad difficulties the roads were opened up so that one could travel through. A lot of credit should be given for this good work.

From Klamath Falls I drove down to Medford, and found that equally good work had been done on the road between Klamath Falls and the Pacific Highway south of Ashland.

My kindest regards to you.

Yours very sincerely,

Dictated by
C. M. Miall

w-

President

(Copies made for messrs. Hanzer and Chandler, 12-15-30).

FORM 3618

STANDARD

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON

December 10, 1930.
165.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

DEC 11 1930
OREGON

Dear Sir:

Yours of November 25th in regard to conditions at McCord Creek:

Our division forces have looked over your work and report that conditions are now satisfactory. Thank you for your prompt attention in this matter.

Yours truly,

S. MURRAY

(Copies made for Mr. Wanzer and Mr. Bishop, 12-15-30)

PR* 144 G

December 9, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Post Office Box 5900,
Portland, Oregon.

Dear Sir:

In explanation of the fact that our plans for the surfacing of the Berry Creek-Florence Section (F. A. Projects 144-B and 144-G) do not provide a top course of fine crushed rock, we wish to state that it is our plan to follow-up the construction of the surfacing with an oil mat surface treatment, and that we expect to have the oil mat in place before there has been any deterioration in the surfacing due to traffic. In this manner, we hope to save the expense of providing a top course of fine material, which top course, if put on, would have to be removed before the oil treatment could be applied.

If good progress is made in the production of the surfacing materials, the surfacing should be completed and ready to receive the oil treatment sometime in August or early in September. Under unfavorable conditions, it might be necessary to postpone a few miles of the oil treatment until the summer of 1932. The traffic to be carried by the untreated surfacing would be very light, however, and we are inclined to think that it could be carried without damage to the surfacing even though no top dressing of fine materials is applied. However, if your Bureau thinks that a top dressing should be placed, as a safeguard against the possibility of the surfacing suffering damage, we will agree to place a top course of 1" - 1/4" or 3/4" - 1/4" crushed rock on all portions of the project, if any there be, that are not surfaced in time to be oiled during the 1931 season, it being understood that the thickness of this top course will be one inch and that the manner of its placing will be such as will meet with your approval.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:KR

PR 144 G

December 4, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans and five proposal forms covering the Sutton Lake-Florence Section, Project No. 144-G. Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department

Project No. 144-C

SUTTON LAKE-FLORENCE SECTION

OF THE ROOSEVELT COAST HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, December 4, 1930.

17,800 cu. yds.	Broken Stone Surfacing	$ 2.00	$ 35,600.00
120,000 yd. mi.	Hauling Broken Stone, Pile Mesn.	0.16	19,200.00
4,600 cu. yds.	Gravel Shoulders	0.50	2,300.00
15,000 yd. mi.	Hauling Gravel Shoulders	0.17	2,210.00
3,500 cu. yds.	Earth Filler	0.30	1,050.00
8,800 yd. mi.	Filler Haul	0.17	1,496.00
700 M-Gal.	Sprinkling	2.50	1,750.00
		Sub-total	$ 64,606.00
		10% Engr. and Cont.	6,460.60
		Total	$ 71,066.60

S.13 — 1485 — 1480.
E — 3790 — 3790
T. 2526 — 2530

Length of Project.....5.854 Miles.
Cost per mile.....$12,139.83

State Funds Available $26,841.86

Federal Aid Requested 44,224.74 (62.25%)

$71,066.60

CONTRACT # 1249,

SEE:

CONTRACT # 1213,

1247 Shell: Contract 1213

33
1247 Stm: Contract 1213

CONTRACT #1249

PR 164-A Lancaster-Vale 193

1249

164A

April 22, 1935

Joslin & McAllister
P. O. Box 1174
Spokane, Washington

Gentlemen:

Responding to your communication of April 20, advise that we will be glad to have A. A. Kirkwood appear as a witness on May 1. I have instructed Mr. H. G. Smith to so advise him. It will be understood that you will take care of Mr. Kirkwood's traveling expenses as a witness.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. G. Smith

J. McALLISTER

JOSLIN & McALLISTER
CONTRACTORS
P. O. BOX 1174
SPOKANE, WASHINGTON

April 20,1935

Mr.R.H.Baldock,

State Highway Engineer,

Salem,Oregon.

Dear Sir:

In connection with our work on the Lancaster-Vale Section of the John Day Highway,Contract No.1249,completed in July 1931.

We are having a law suit with one of the subcontractors employed by us on this work and are wondering if it will be possible to have Mr.A.A.Kirkwood who was the Engineer on the project appear as a witness without his being subpoenaed.

If this can be arranged we would like to have Mr. Kirkwood,with his notes on the project,meet us at the office of Hallock,Donald and Banta,501 Sommer Building,Baker,Oregon on the morning of Wednesday,May 1st.,1935.

We will take care of all of Mr.Kirkwwod's expenses in connection with his appearance in this case.

Thanking for your reply by return mail,we are

Yours very truly,

Joslin & McAllister

By C C Joslin

CWJ:B

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

164a

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
AUGUST 16 1934

ROBERT D LYTLE
VALE ORGON

RETEL DATE CONTRACT ONE TWO FOUR NINE WAS COMPLETED JULY TWENTY FIRST NINETEEN THIRTY ONE WHICH DATE IS ALSO CONSIDERED DATE OF ACCEPTANCE BY HIGHWAY COMMISSION

H B GLAISYER

DAY LETTER - COLLECT

file

by Hwy Commission.

H B Glaisyer

Western Union
Day Letter
Collect

...Y WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

...a full-rate ...gram or Cable-gram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION (02)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

1954 AUG 15 AM 11 17

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

PR67 17 XC=VALE ORG 15 1147A

SECRETARY STATE HIGHWAY COMMISSION=
=STATE OFFICE ALEM ORG=

ADVISE BY WIRE DATE OF ACCEPTANCE OF COMPLETION CONTRACT
NUMBER ONE TWO FOUR NINE JOSLIN AND MCALLISTER=

ROBT D LYTLE.

Completed July 21, 1931, which date was considered date of acceptance at that time by Lonpeter & Vale Section Mal. County.

XC
ONLY WESTERN UNION can carry your answer back by TELEGRAPH . . Quickly, accurately
4162

ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE

considered date of acceptance by Hwy Commission.

H. B. Slaughter

Western Union
Day Letter
Collect

Lab 20 Lytle
Vale Oregon

Relel date contract
no two four nine
was completed July
thirty first nineteen thirty
one which date is also
considered date of acceptance
by Govt Commission.

H B Klamp

Western Union
day letter
Collect

164-a

February 13, 1934

Hallock, Donald & Bunta, Attorneys
Suite 201, Sommer Building
Baker, Oregon

Gentlemen: Attention of Mr. James T. Donald

This is in answer to your inquiry of February 12.

Contract No. 1249, covering the regrading and resurfacing of the Lancaster-Vale Section of the John Day Highway in Malheur County, was completed by the contractors Joslin & McAllister on July 21, 1931. This is also considered as the date of acceptance of the project by the State Highway Commission.

Very truly yours

Secretary

HBG:AJ

BLAINE HALLOCK
JAMES T. DONALD
HAROLD BANTA

LAW OFFICES
HALLOCK, DONALD & BANTA
SUITE 201 SOMMER BLDG.
BAKER, OREGON

JAMES H. NICHOLS
1905-1929

February 12, 1934.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Please advise us at your early convenience as to the date the contract of Joslin-McAllister, being contract No. 1249, for the regrading and resurfacing of the Lancaster-Vale section of the John Day Highway in Malheur County, Oregon, was accepted by the State of Oregon.

Yours very truly,

[illegible],

By James O'Donald

164-A.

October 27, 1935

Mr. Robert D. Lytle
Attorney at Law
Vale, Oregon

Dear Sir:

Reference is made to your communication of October 25th requesting certified copy of State Highway Contract No. 1249 which was awarded to Joslin & McAllister for construction work on the Lancaster-Vale Section of the John Day Highway in Malheur County.

The Oregon Statutes specify that persons desiring certified copies of State Highway Contracts shall furnish an affidavit requesting such certified copies. However, as a matter of courtesy, we are forwarding to you today, under separate cover, the certified copy of this contract. We will, therefore, appreciate it if you will send us the required affidavit by return mail.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

October 28, 1933

Mr. Robert D. Lytle
Attorney at Law
Vale, Oregon

Dear Sir:

Yesterday, there was mailed to you, in accordance with your recent request, a copy of State Highway Contract No. 1249 which was awarded to Joslin & McAllister for construction work on the John Day Highway in Malheur County.

However, through an oversight, I failed to have the certificate signed by the Secretary of the Commission. If you desire that this be signed please return the contract and we will have it properly certified and returned to you.

Yours very truly,

M. Currie Stenographer
to H. B. Glaisyer, Secretary

ROBT. D. LYTLE
ATTORNEY AND COUNSELOR AT LAW
VALE, OREGON

October 25, 1933

State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly send me certified copies of the contract and surety bond of Joslin and McAllister, contractors, with the State of Oregon for the regrading and resurfacing of the Lancaster-Vale section of the John Day Highway in Malheur County. This was contract number 1249 and was probably executed some time the latter part of 1930, I believe.

Yours very truly,

Robt. D. Lytle,

By F. C. Coad

FC

RECEIVED
OCT 27 1933
OREGON
STATE HIGHWAY COMMISSION

(1)

#1249
Multnomah Co.

PR 164a

February 16, 1932

Mr. Robt. D. Lytle,
Attorney at Law,
Vale, Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 12th instant, advising us of the claim of C. H. Blackburn against Joslin & McAllister, same being in the sum of $1,930.12 for subcontract work done for Joslin & McAllister in connection with their contract with the State of Oregon for the regrading and resurfacing of the Lancaster-Vale Section of the John Day Highway in Malheur County, Contract No. 1249.

In connection with the above contract, Joslin & McAllister were required to furnish the State with a surety bond for the benefit of claims against the project. This bond was written by the U. S. Fidelity & Guaranty Company, for which C. O. Price is local agent, with offices in the Porter Building, Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

February 16, 1932

U. S. Fidelity & Guaranty Company,
C. O. Price, Manager,
Porter Building, Portland, Ore.

Gentlemen:

We hand you herewith copy of letter received from Robt. E. Lytle, attorney of Vale, Oregon, regarding claim of C. H. Blackburn, subcontractor under Joslin & McAllister, to whom the State Highway Commission awarded the contract for the re-grading and resurfacing of the Lancaster-Vale Section of the John Day Highway in Malheur County, Contract No. 1249.

The claim is for $1,950.12 and is for labor and materials.

This information is given you as you appear as surety on the bond of the original contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

cc Joslin & McAllister
512 Realty Bldg.,
Spokane, Wn.

ROBT. D. LYTLE
ATTORNEY AND COUNSELOR AT LAW
VALE, OREGON

RECEIVED
FEB 15 1932
OREGON
STATE HIGHWAY COMMISSION

February 12, 1932

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

You are hereby notified that with respect to the contract of Joslin & McAllister on the Lancaster-Vale project of the John Day Highway, 1931, the claim of C. H. Blackburn, subcontractor, for work, labor and materials has not been satisfied.

Under the statement rendered to me by Mr. Blackburn there is a balance on his contract with Joslin & McAllister of $1,930.12. We serve this notice and make this claim at this time so that you may be advised and perhaps assist us in adjustment of the matter before the release of the contractors' bond.

Very truly yours,

Robt. D. Lytle

RDL.W

F1249
McALLISTER
ISSION
P, 64a

February 12, 1932

Joslin & McAllister
Realty Building
Spokane, Washington

Gentlemen:

Your statement of account to C. H. Blackburn showing purported balance due him on his subcontract with you on the Lancaster Vale project of the John Day Highway has been submitted to me by Mr. Blackburn.

Your statement purports to show a balance due him in the sum of $190.86. I have gone over these matters very thoroly item by item with Mr. Blackburn and our account shows a balance due of $1,930.12. We inclose herewith a statement of the items of difference between us. May we have settlement of this matter.

I am also this day advising the Highway Commission that we hold claim against you for labor and materials on this job in the sum above stated.

Very truly yours,

RDL.W

CC to State Highway Commission
Salem, Oregon.

FP1644

ROBT. D. LYTLE
ATTORNEY AND COUNSELOR AT LAW
VALE, OREGON

RECEIVED
MAR 7 1932
OREGON
STATE HIGHWAY COMMISSION

March 5, 1932

Messrs. Joslin & McAllister
Realty Building
Spokane, Washington

Gentlemen:

Re: C. H. Blackburn

Receipt of yours of the 20th ult. is acknowledged.

Mr. Blackburn was in the office this morning and I have again checked over your account with him in the light of your letter above mentioned.

1. With reference to the Woodward garage account, the deduction is in fact $45.06. At the time his work was completed Mr. Blackburn obtained from Mr. Woodward a list of the amounts charged to him. This list Mr. Woodward made directly from the charge slips in his possession and totaled $388.39. In checking over the copy of the account you forwarded with your letter Mr. Blackburn stated that he could not possibly have used the quantity of gasoline you have charged to him. He also stated that he was on the job but he could find out nothing from your bookkeeper.

2. The deduction of $66.65 for rent of tractor, blade and two operators was made for the reason that at the commencement of Mr. Blackburn's work you charged him $3.00 per hour--then later, without his consent, increasedyyour charge to $3.50. This is disclosed by the charges given him by your bookkeeper. He also stated that you charged the other operators only $3.00 per hour.

3. From your letter it would appear that we were not paying any amount whatsoever for the replacement of the cable on the shovel. If you will refer to your account and the set-up I sent you you will notice that we allowed a charge of $19.11. The statement submitted to Mr. Blackburn by your bookkeeper

discloses that you paid only $19.11. You later added the $14.22, which is not a just charge and which Mr. Blackburn, of course, does not intend to pay.

4. Referring to the item of $119.44 freight and expense on shovel: Mr. Blackburn says that you had to have this shovel on your work, and that he never asked you to ship it in; that after you had brot in the shovel for your own use you told him he could use it; that he could have gotten a larger shovel for the same money you charged him; that he paid you at the rate of $600 per month for the use of the shovel and you had no right to charge any of the expense of shipping the shovel, to him.

5. The item of $6.83 for water was incurred by you without Mr. Blackburn's knowledge or without your mentioning it to him. You should have seen him about it and he does not feel that he should pay it.

6. Your objection to the deduction of $294.40 for backfilling, sloping and proportion of drag charges is not well taken. Mr. Blackburn had completed his work and left and his work had been accepted by you. The backfilling and other work done by you was necessitated by reason of the fact that you hadn't finished your graveling, and by backing on the slopes they were torn down and any further work done on them should of course be at your own expense.

7. Mr. Blackburn didn't know that you were charging him with the detour work until he was thru. The detour didn't benefit him--it simply benefited your gravel haulers.

8. Neither Mr. Birchfield nor your bookkeeper were supposed to be on Mr. Blackburn's job. Mr. Birchfield never benefited Mr. Blackburn in any manner whatsever. You were to keep Mr. Blackburn's accounts in consideration of the profit you were making on his contract. You received 20¢ for dirt and Mr. Blackburn received 17¢. This difference of 3¢ returned you a profit which amply repaid you for keeping his accounts.

again.

9. Mr. Blackburn feels that he doesn't need a letter from Mr. Bell. Bell's contract does not call for exdavation but for pipe in place. Mr. Blackburn's contract with you called for all excavation.

10. Mr. Corder didn't strip the gravel pit Mr. Blackburn stripped. The haul was longer than if he had taken it from the barrow pit from which the engineer wished to take it. It was Mr. Birchfield's idea to have the gravel pit stripped. You should pay Mr. Blackburn for this.

I trust that we will be able to reach a settlement of this account without any further delay.

Very truly yours,

FBW

CC to United States Fidelity & Guaranty Co.
CC to Oregon State Highway Commission.

#1249

C. W. JOSLIN

J. McALLISTER

JOSLIN & McALLISTER
CONTRACTORS
REALTY BLDG.
SPOKANE, WASHINGTON

RECEIVED
FEB 1932

Feb.20,1932

Pf. 64a

Mr.Robt.D.Lytle,

Attorney and Counselor at Law,

Vale,Oregon.

Dear Sir:

This will acknowledge receipt of your letter of February 13th.enclosing a statement showing the items of difference between the statement rendered by us to C.H.Blackburn and that made up by Mr.Blackburn and yourself.

First let us advise you that we have tried since last July to get Mr.Blackburn to render us a statement or furnish us with something concrete with which we could get together in the matter of a settlement. On October 26th.of last year Mr.Joslin met Mr.Blackburn in Boise,Idaho for the purpose going over the account. At that time Mr.Blackburn's complaints were almost wholely made up on the items of quantities as allowed by the Engineer. He promised at that time to go over the statement and advise us of what he felt was in error. He took no action and early in November Mr.Joslin and our superintendent Mr.Birchfield,who had charge of the work at Vale,made a special trip to Vale and together with Mr.Kirkwood,the engineer,and Mr. Blackburn went over the work. Mr.Kirkwood evidently convinced Mr.Blackburn that the quantities were correct as you make no claims at this time for any of Balckburn's previous contentions. At that time Blackburn again promised to furnish us with a statement of his claims,and the statement which you attach to your letter of the above date is the first we have ever received.

We have always stood ready to go over the account with Blackburn and to make any adjustments that were in order,and we feel that he should have shown us the courtesy of presenting his claims to us before placing same in the hands of an attorney,and before waiting some seven months to have someone else tell us what was wrong.

In checking over the account rendered by you we find that you have deducted $374.06 covering the C.B.Woodward Garage account,and on page No.2 of your statement you add $328.99 as the total of the account with the notation that this is $16.46 less that we have charged. According to our figures you have deducted $45.06. For your information we attach an itemized statement of the C.B.Woodward Garage account which was paid by us for Blackburn. It would seem that if there were any overcharges in this account that same should have been called to our attention at the time charges were made. Mr. Blackburn was on the job and knew,or should have known,what he received and what he was being charged. We will ask you to kindly go over the account again.

You have made a deduction of $66.65 as the difference between our charge of $5.50 per hour for 133.3 hours for rent of tractor,blade and two operators and the same number of hours at a rate of $5.00 per hour as the rental price you wish to pay. Blackburn knew at the time what rental he was being charged. If he feels that $1.50 per hour for a fourup and one man at fifty cents per hour is a fair charge then he must concede that $5.50 per hour for a tractor,blade and two operators at seventy-five cents an hour is not unjust. We have never paid less than this when it was necessary for us to hire like equipment.

You deduct $14.22 covering replacement of cable used on shovel. This is the only replacement we asked Blackburn to make. Does it seem unreasonable to make this charges after an operating period Of 31.5 days with a power shovel. When like equipment is rented by ourselves the renter never fails to charge us with with every part that must be replaced. Blackburn's percentage of the repairs on this shovel after it left the Vale job would have been far in excess of the $14.22 charged if we had felt inclined to charge him.

You have deducted $119.44 as charged for Blackburn's proportion of the freight,unloading and bringing shovel to job. This shovel was a necessary part of the equipment he had to use. Had our shovel not been brought to the work then he would have been forced to rent one elsewhere in which case he would have paid the entire freight and handling charges and in addition the return freight.

The deduction of $6.88 which you have made for water is a just chg. The water was hauled to and used on Blackburn's work and we see no reason why the charge should be cancelled.

The deduction of $294.40 you have made for backfilling,sloping and proportion of drag charges were all a part of Blackburn's work and in as much as he received credit for the work and same was not done by him but by ourselves we see no reason why our costs should not be charged to him.

The detour,a part of the costs of which were charged to Blackburn, was a direct benefit to him and kept traffic from his work. He felt that it was a fine thing at the time the work was going on and should not object to paying his share of the costs.

Our superintendent,Mr.Birchfield,spent about 75% of his time on and in connection with Blackburn's work resulting in benefits to Blackburn that would greatly exceed the charge of $367.50 which we have made,and our field clerk spent as much of his time trying to keep the accounts of Blackburn and his subcontractors in order as he did with our own accounts yet we have charged but $75.00 for his services for a period of more than four months.

In the matter of common and solid excavation in connection with the pipe installation. The engineer's sheets show that this work was done by Walter Bell and he was paid for same,however,if you or Mr.Blackburn will get a letter from Bell to the effect that this was not a part of his work and that he was not entitled to payment therefor,we will gladly pass the credit to the account of Blackburn.

The last item to which we take exception is the 3600 cubic yards of stripping at the cemetary pit at 17¢ per cubic yard. In the first place we paid R.D.Corder for the stripping of this pit. Blackburn used material he took from this pit on the road and was paid for same at his bid price of 17¢ per cubic yard and in addition was paid for the haul on the material and received the benefit of a short haul and payment for the long haul. If Blackburn will think this over he will verify this statement. He now wants to be paid again for for this material, in other words he wants 34¢ per yard for material he agreed to place for 17¢ per yard. During our two meetings with him he made no mention of the item of stripping.

In the $16.92 overcharge for gasoline, the $10.00 error in credited team time and the cement charge of $26.10 your statement is correct and we are crediting Blackburn with these amounts.

We are now, and have been since last July, ready to adjust the claim with Mr. Blackburn at any time he presents a fair proposition, but we are not ready to settle on any such basis as presented in the statement made up by yourself.

Yours very truly,

Joslin & McAllister

By C W Joslin

CWJ:B

CC-Oregon State Highway Commission

CC- U.S.F.& G.Company

STENCIL NO. 124

PR 1649

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore.E.F.A.P. No. 164-A

Post Office Building,
Portland, Oregon,

Dec. 7, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

Encl.

P.S. Enclosed also is an approved copy of the detailed estimate upon which the modified project agreement was based.

DEC 8 1931

Oregon Emergency Federal Aid Project No. 164, Section A. A4fr9171

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 13, 1931, by the State Highway Commission of Oregon, and on May 5, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 164, Section A; and

WHEREAS, during the progress of construction work, it has been found necessary to increase or decrease the quantities of a number of items, and to entirely eliminate certain items; and by reason thereof the said State Highway Commission has requested that the estimate of cost approved for said Section A be reduced from $123,808.85 to $122,229.81, and that the Federal funds approved and set aside to the credit of said Section A be reduced from $63,843.67 to $61,114.90; and

WHEREAS, the project was fully completed prior to September 1, 1931, and by reason thereof the said State Highway Commission has requested that the "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be increased from $59,965.18 to $61,114.91;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon, and the Secretary of Agriculture that the estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement

be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixty-one thousand, one hundred fourteen and 90/100 dollars ($61,114.90) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

> "(a) By the State, $61,114.91, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds' shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of sixty-one thousand, one hundred fourteen and 90/100 dollars ($61,114.90), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-two thousand, two hundred twenty-nine and 81/100 dollars ($122,229.81), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 3rd day of November, 1933, and the Secretary of Agriculture on the 21st day of November, 1933.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture.

Oregon Emergency Federal Aid Project No. 164, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road beginning

locally known as

and designated in the records of this Department as Emergency Federal Aid Section A Project No. 164 /, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $122,289.61 in lieu of the $63,843.67 approved by Certificate of May 5, 1931, as the total estimated cost of said project, and the sum of $61,114.80 / as the authorized Federal pro rata share of the share of the United States, payable under said acts on account of such project, which does not exceed the / percent of said total estimated cost.

Done at the city of Washington, this 20th day of November one thousand nine hundred and thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Kleinlop
Secretary of Agriculture.

536

GOVERNMENT PRINTING OFFICE 8—4859

PR1649

October 18, 1921.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of October 10th, regarding the amounts of Federal Aid Funds and Advance Funds claimed in the final voucher for Project No. 164-A. In reply to the inquiry contained in your letter, please be advised that it is our desire to modify the agreement to provide payment from the two funds to be made on a fifty-fifty basis.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

October 10, 1931

RECEIVED
OCT 12 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Final voucher for Oregon Emergency Federal Aid Project No. 164-A under "Total Amount Claimed from U.S." sets up $62,264.73 from Post Roads and $59,965.18 from Advance Funds. These amounts can be changed by modification to provide payments on a 50-50 basis from the two funds. This will not change the total payment from Federal funds but will reduce the unused balance of Advance Funds and will leave a larger balance of Post Road funds for use on other projects.

If the modification is drawn, the voucher can, in our opinion, be paid in its present form in the total amount of $122,229.81, the difference of 10¢ being due to error in carrying forward the first amount under "Recapitulation." If a revised estimate is required, it will be prepared in this office.

Please advise us of your wishes.

Very truly yours,

W. H. LYNCH
District Engineer

Payment on final voucher - 10-28-31

#1249

PR1649

September 21, 1931

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1249 for the construction of the Lancaster-Vale Section of the John Day Highway in Malheur County, consisting of 11.48 miles of regrading and resurfacing, has been completed by the contractors, Joslin & McAllister, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 1st, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this work and which will include the final payment will be $87,666.92. Of this amount $275.39 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FORM E-A-1 9-1927E 2000 12-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

STATE OF OREGON
HIGHWAY DEPARTMENT
LANCASTER-VALE

TABULATION SHEET
ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

Aug. 30, 1931

PP 1649

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

John Day, Ore., Aug. 30, 1931

IN REPLY PLEASE REFER TO FILE NO.

Joslin & McAllister
Spokane, Washington.

Dear Sir:

Please find attached hereto quantity estimates for all your sub contractors on the Lancaster - Vale section of the John-Day Highway.

Very respectfully,

Resident Engineer

cc Mr. Roy A. Klein, State Highway Engineer.
Mr. H. G. Smith, Division Engineer

STATE OF OREGON

TABULATION SHEET

HIGHWAY DEPARTMENT

8 PO
164-A

LANCASTER-VALE

Aug.30,1931

JOHN DAY HIGHWAY

Sta	to Sta.	Com.Exc	S.R.Exc.	O.H.	Truck Haul	Sub Contractor
1174	1216	3238.9	612.2	1697.0		Milo Graves
1216	1383	15597.7#	6820.7	15348.0	2005.0	Mr.Blackburn
1383	1463	8936.0		715.0	36.0	Milo Graves
1463	1547/88	10367.3				Mr.Corder
1547/ 88	1588	7137.5		1949.0	146.0	Mr.Blackburn
1588	1668	9515.9		1634.0	37.0	Milo Graves
1668	1780/ 35.4	19254.2		3516.0	2420.0	Mr.Blackburn

- Mr.Blackburn's quantity,15597.7,includes some ditch excavation which he did on other subcontractor's sections.

1174 1780/ 35.4
Mr.Bell.

CONCRETE CULVERTS

12"	15"	18"	24"	30"	36"	42"
489'	12'	432'	225'	64'	63'	20'

Salvage - 677.0 feet

SIPHONS

Concrete Siphon Pipe		Cu.Yds.Concrete		Cu.Yds. Pipe & Siphon Exc.	
12"	24"	Class "A"	Class "C"	Com.	S.R.
30'	288'	21.82	3.22	857.4	47.6

Note: TheseEstimates are subject to change and correction and will not bind the Highway Commission in final payment therefor.

Resident Engineer

August 19, 1931.

Mr. A. A. Kirkwood,
Resident Highway Engineer,
Box 99,
Vale, Oregon.

Dear Sir:

We are enclosing herewith a copy of the letter from Contractors Joslin & McAllister, requesting final estimates for the subcontractors employed on the Lancaster-Vale Section.

If this letter reaches you while the final records for the Lancaster-Vale Section are still in your hands, kindly supply Joslin & McAllister with the information requested.

Please let us know what action you take in this matter so that in case the estimates are not furnished by you, they can be furnished from this office after the corrected final estimate and supporting field records are received back.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc H. C. Smith

encl.

OSLIN J. McALLISTER

JOSLIN & McALLISTER
CONTRACTORS
REALTY BLDG.
SPOKANE, WASHINGTON

August 12,1931

Oregon State Highway Commission,

Salem,Oregon.

Gentlemen:

We recently wrote to Mr.A.A.Kirkwood,Resident Engineer, on our contract with the State of Oregon,No.1249,Lancaster-Vale Section of the John Day Highway,asking that he kindly furnish us with final estimates for each of the sub-contractors employed thereon.

Mr.Kirkwood advises that before the receipt of our letter the final estimate Was forwarded to the Salem office. He further advises that there is a sheet for each sub-contractor among the platted cross sections which gives the final estimate for each subcontractor. We will greatly appreciate your giving us the desired information.

Yours very truly,

Joslin & McAllister

RECEIVED
AUG 13 1931
SALEM

FORM S-20-1 P-28767 1000 7-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

P P164a

August 29, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

Herewith please find price agreement No. 5 for the No. 2 road oil left over on the Lancaster-Vale Section of the John Day Highway.

Very truly yours,

H. G. Smith

Division Engineer.

HGS:OW
Encl.

RECEIVED
AUG 1 1931

M. B. VAN DUSER, Chairman, Portland
M. A. LYNCH, Redmond
CHAS. H. STRAUBENZIE, Salem

P R1649

ROY A. KLEIN
State Highway Engineer
and Secretary
Salem

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

July 28, 1931.

RECEIVED
JUL 29 1931
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Re:Final Estimate on Lancaster-Vale.

Attention: Mr. Probert

Dear Sir:

The final estimate on the Lancaster-Vale Section of the John Day Highway, Joslin & McAllister, contractors, contract No. 1249, as submitted by A. A. Kirkwood, is going forward today. A letter from Mr. Kirkwood is attached, explaining why it was necessary to use embankment measurement on certain of the fills .

I will also call your attention to Price Agreement No. 3 which has been submitted to cover the somewhat unusual arrangement of producing part of the maintenance material. This price agreement was entered into through a misunderstanding of my instructions, but since it saves the State considerable money and seems to be agreeable to the contractors, I am submitting it for your analysis.

The last set-up of the contractors was in the Cemetery pit near Mile Post 280.16, but as this pit was composed of cement gravel which contained a considerable amount of lime, it was not thought suitable for maintenance material, and on the sketch map we had also shown the Vale pit along the Malheur River at Vale as an acceptable gravel pit. Inasmuch as there was only a relatively small amount of maintenance material left to be produced, the contractors in order to avoid moving their plant to the Vale pit and incurring the expense of the move, asked permission to haul the river gravel from the Vale pit to their plant at the Cemetery Pit, run it through that plant and stock pile it at the Cemetery pit. I explained to them that under this arrangement in order to avoid payment for a duplication of haul, that it would be necessary for us to figure the haul on a theoretical basis, paying the haul as if the material were produced at the Vale pit ~~for the~~ and 450 cubic yards stock piled at Vale at the end of the project, and the rest near the Cemetery pit. This

OFFICE OF STATE

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

would be necessary for had we paid the entire haul from Vale to the Cemetery pit, it would have cost us some back haul from the Cemetery pit towards Vale when the material was used.

In endeavoring to explain this to the contractors I happened to tell them that this would give them somewhat less haul than the actual haul from the Vale pit to the Cemetery pit, and estimated it about two-thirds the actual haul. This two-thirds was merely a rough estimate used by me as an illustration, but both Mr. Kirkwood and the contractors seem to have thought that we were making a special price agreement to fix the haul at two-thirds the actual haul, whereas as I have explained before, I really intended that they should compute it as if produced at the Vale pit. This, however, results in a saving of about $500.00 to the State, and puts the arrangement on a price agreement basis so that there can be no criticism of figuring the haul on a theoretical basis, and therefore I would recommend that the price agreement be approved and the haul figured on that basis.

Under the two-thirds arrangement we are paying as follows:

2497 cubic yards x 1.79 miles x 30¢ equals $1,340.89

Had the contractor set up at the Vale pit, we would have paid the following:

448 cubic yards x 1.5 miles x 30¢	equals	$ 201.60
2049 cubic yards x 2.68 miles x 30¢	equals	1,647.39
		$1,848.99

Final Voucher by Express today

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encl.

PR

PR1649

July 22, 1931.

Mr. K. C. Smith,
Division Highway Engineer,
La Grande, Oregon.

Dear Sir:

We refer to your letter of July 16th, in regard to the bill for 12-inch siphon pipe furnished by Joslin & Hallister, for installation on the Lancaster-Vale Section.

This bill, when first submitted, was not in proper form for payment as an extra work item for the following reasons:

1. The bill carried no notation as to the fact that it was an extra work bill, and it gave no extra work order number or contract number. As last submitted, the bill bears the notation "WO No. 2" in light pencil, but we are quite sure that even this notation did not appear on the bill as first submitted.

2. The bill was submitted on a fully executed commercial voucher, and it would naturally be assumed from that fact that you intended the payment to go through as a commercial payment.

The second paragraph on page 7 of the Account Number Book describes the manner in which the cost distribution for extra work bills should be shown.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

SHP:ER

cc A. A. Kirkwood

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON
July 16, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

It is not the intention to pay the attached bill on a commercial voucher, but it was to be paid as work order No. 2 approval for which has been received.

It is out understanding that this bill was in proper form to be paid under work order No. 2. If not, please advise.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encl.

RECEIVED
JUL 17 1931
OREGON
STATE HIGHWAY COMMISSION

July 14, 1931.

Mr. H. C. Smith,
Division Highway Engineer,
La Grande, Oregon.

Dear Sir:

The enclosed bill for 12-inch siphon pipe is not eligible for payment on a commercial voucher, as it is a payment to a contractor in connection with contract work.

The bill should be submitted as an extra work bill accompanied by an extra work order, or the pipe should be paid for as a regular estimate item under a properly executed price agreement.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:HR

cc A. A. Kirkwood, Vale, Oregon.

encl.

Form 39—E-18703—2M—10-30

Pl 134a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 13,1931, 193...

Job name Lancaster - Vale

Grading and Surfacing

Highway John Day

County Malheur Job prefix 25PO

Week from June 6 to 13

Mail address Vale,Ore.

Telegraph or telephone address •

Express and freight address •

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Reguarding the grading of this section will say that conditions and amounts remain the same as reported on the report of June 6th.

The building of the maintenance piles progressed quite slowly. As much time was spent in an eefort to [redacted] alter the screens and the washing machinery as was spent on the output of the material. Water has been scarce and difficult to get.At the present time there is about 700 yards in each of the piles at Sta.1480.

The trench has been worked out between Sta 1548 and 1590.

Preperation is being made for setting up the plant on the flat ground below the Cemetary Pit.

During the past week I have had 35 M. gallons of water placed between Sta.1600 and 1780 in order to settle the dust and provide a fair driveway forthe public.

As per instructions I placed Lytle Green on my party on Monday of this week and I placed Mr.K.C.Roberts,Transitman,on my party on Tuesday of this week.

My party took final cross sections between Sta 1548 and 1700. Also set a new line of blue tops between Sta.1548 and 1596.Also surveyed out stock pile site at Sta.1480.

RECEIVED
JUN 16 1931
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed [signature]

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 11.68

Miles completed 10.5

Miles completed except finishing 1

Total cubic yards in project 96000

Cubic yards moved to date 90000

Miles covered by contractor's forces 00

Miles cross-sectioned 11.48

Miles cross-sections completed and checked 6

Miles to be remeasured 1

Number men in Engineering Party 6

Contractor's average force for week 00 *men,*

teams, *steam shovels*

Grading work will be completed about July 1

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 11.48

Miles completed 7.05

Miles partially done 00

Total cubic yards in project 45000 crushed gravel
14000 Pit run

Cubic yards produced to date 2340 Crushed gravel
14000 Pit run

Average daily yardage produced this week 150

Average daily yardage necessary to complete on time 670

Contractor's average force for week 25 *men,*

2 *teams,* XXX 6 *trucks*

Project will be completed about Aug 1st

Number of men in Engineering Party 2 rock checkers

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

... all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23P0 *Percentage* 100
2. *Percentage*
3. *Percentage*
4. *Percentage*

STENCIL NO. 124

PR 1649

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Oregon Emerg. F.A.P. 164-A

Post Office Building
Portland, Oregon.

May 15, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By A.H. Benedict
A. H. Benedict
Ass't. Highway Engineer

Encl.

Enclosed also is one copy each of approved estimate and specifications.

App 9171

Form P. R. 2

EMERGENCY
FEDERAL AID

State Oregon

Project No. 164, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of April, 1931

by and between the State Highway Commission of Oregon

, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of September, 1930, a project statement, which was approved by the Secretary on the 11th day of December, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 17th day of December 1930, and approved by the Secretary on the 5th day of May, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of sixty-three thousand, eight hundred forty-three and 67/100

dollars ($ 63,843.67) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representative. Such construction work as may be performed by force account or by convict labor shall all be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State $39,965.16, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds" shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the county of [redacted]

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by

(State how placed under direct control of Highway Department)

*(c)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 1174+00 in the S.W.¼ of Sec.5, T.17 S., R.44 E., W.M., and survey station 1780+35.4 at the intersection of Glenn Street with the Central Oregon Highway in the town of Vale (excepting therefrom that portion between survey stations 1735+68 and 1736+02).

terminal points, a distance of 11.477 miles, known locally as the Lancaster-Vale Section of the John Day Highway between Dayville and Ontario, Federal Aid Route No. 5 (U.S. Highway No. 26), Malheur County, being Oregon Emergency Federal Aid Project No. 164, Section A.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ..... (Include amount, date, and citation of law)

$99,965.18, which may be provided in whole or in part from the

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No.550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act.

(c) The Highway Department hereby agrees that it will initiate, or cause to be initiated, such action as may be necessary to secure the installation of safeguards at the railroad grade crossings of the O.S.L. Railroad at survey station 154+30, and of the O.W.R.& N. Railroad at sta. 176+75, respectively, adequate for the protection of grade crossings of that class.

(d) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project a satisfactory higher type of surfacing that will adequately meet the traffic needs and conditions thereon.

(e) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of Section A of sixty-three thousand, eight hundred forty-three and 67/100 dollars ($63,843.67), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-three thousand, eight hundred eight and 85/100 dollars ($123,808.85), the approved total estimated cost of Section A of said project.

S-5518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ----------
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway

9

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ----------

STRICKEN OUT

---------- (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ---------- (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ----------

the State Treasurer

---------- (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ---------- Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. ----------
(Include reference to statute authorizing

---------- funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

.....
funds, probable amount annually available, and how will be placed under direct control of Highway Department)

.....

*(*b*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

.....
funds and probable amount annually available)

.....

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 5th day of May, 1931.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H B Lownsdale
Chairman, State Highway Commission
(Title of officer)

By M D Lynch
Member, State Highway Commission
(Title of officer)

[SEAL] By C K Spaulding
Member, State Highway Commission
(Title of officer)

By .....
(Title of officer)

By .....
(Title of officer)

[SEAL] R. M. Dunlap acting Secretary of Agriculture.

5-5818

STRICKEN OUT

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to .....

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 1174+00 in the S.W.¼ of Sec. 5, T.17 S., R.44 E., W.M., and survey station 1780+35.4 at the intersection of Glenn Street with the Central Oregon Highway in the town of Vale (excepting therefrom that portion between survey stations 1735+68 and 1736+02), locally known as the Lancaster-Vale Section of the John Day Highway between Dayville and Ontario, Federal Aid Route No. 5 (U.S.Highway No. 26), Malheur County, and designated in the records of this Department as Emergency Federal Aid Project No. 164.1 Section A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 123,808.85 as the total estimated cost of Section A of said project, and the sum of $ 63,843.67 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 5th day of May one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4520

PR 164-A

March 9, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Lancaster-Vale Section, Project No. 164-A. We are likewise enclosing three copies of resolution passed by the city of Vale which guarantees that no encroachments will be permitted on the right-of-way of the highway situated within the city limits.

We are likewise returning herewith three copies of project agreement covering the grading and surfacing of this section for the reason that it will be necessary to modify this agreement to include the contemplated oiling work, and it has occurred to us that you would prefer to include the entire work to be done on the section in the project agreement and thus eliminate the necessity of submitting modification papers.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/KH.

encl.

Oregon State Highway Department — Emergency Project No. [illegible]

LANCASTER-WALE SECTION

OF THE JOHN DAY HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 9, 1938

Regrading and Resurfacing:

All Required				
94,000	cu. yds.	Clearing and Grubbing	Lump Sum	$ 100.00
2,100	" "	Common Excavation	$0.20	18,800.00
27,000	yd. stas.	Solid Rock Excavation	0.80	1,680.00
2,900	yd. mis.	Overhaul	0.04	1,000.00
1,200	cu. yds.	Truck Haul	0.20	240.00
1,200	" "	Trench Excavation	0.40	480.00
5,600	" "	Gravel Backfill	0.30	600.00
4,800	yd. mis.	" Hopping	0.34	1,904.00
20	cu. yds.	Hauling Gravel, Truck Measure	0.20	960.00
10	" "	Class "A" Concrete	24.00	480.00
5,200	lin. ft.	Class "C" Concrete	24.00	240.00
55	" "	8" Perforated Concrete Drain Pipe	0.32	1,696.00
280	" "	12" Concrete Siphon Pipe	1.50	49.50
430	" "	24" Concrete Siphon Pipe	2.50	650.00
250	" "	18" Concrete Culvert Pipe	1.20	516.00
240	" "	18" " " "	2.30	575.00
80	" "	24" " " "	2.70	648.00
68	" "	30" " " "	4.00	320.00
15	" "	36" " " "	5.00	330.00
350	" "	42" " " "	6.00	90.00
11	miles	Salv. & Reinstall. Culvert	0.50	175.00
22,000	cu. yds.	Salvaged Surfacing Materials	170.50	1,870.00
17,800	" "	Base Course Surfacing	1.00	22,000.00
8,000	" "	Top " "	1.00	17,800.00
8,000	yd. mis.	Earth Filler	0.10	800.00
1,400	M-Gals	Filler Haul	0.10	800.00
		Sprinkling	2.00	2,800.00
		Sub-total		$85,728.00
		10% Engr. & Cont.		8,272.55
				$94,000.55

Road Mix Treatment, Type H-3:

11.5	miles	Blading and Scarifying	$100.00	$ 1,150.00
11.5	"	Mixing and Finishing	650.00	7,475.00
500	cu. yds.	Placing Mineral Aggregate	0.50	250.00

1,000 yd. mi.	Hauling Mineral Aggregate	$0.25	$ 250.00
5,000 bbls.	No. 2 Road Oil in Place	3.70	18,500.00
500 cu. yds.	Filler	0.50	250.00
1,000 yd. mis.	Filler Haul	0.25	250.00
500 cu. yds.	Betterment Matls. in Stock Pile (Cont. 1249)	1.20	600.00
550 yd. mi.	Hauling Betterment Matls. (Cont. 1249)	0.30	165.00
	Sub-total		$ 20,250.00
	10% Engr. & Cont.		2,025.00
	Total		$ 21,713.00
	Sub-total (All Work)		$112,555.50
	10% Engr. & Cont.		11,255.55
	Total (All Work)		$123,808.85

Length of Project, including bridge 11.486 miles
" " 1 Bridge (non-participating) .008 "
" " Project, excluding Bridge 11.477 "

Cost per mile, Roadway $10,787.56

Estimated percentage of work completed on Sept., 1, 1951:
Regrading & Resurfacing 100%
Road Mix Treatment 80%

SUMMARY

Item	Total Cost	Federal Aid	Government Emergency Funds	State Funds
Advance Funds Portion:				
Roadway	$92,095.85	$27,628.75 (30%)	$50,652.71 (55%)	$13,814.39
Road Mix Treatment	15,856.50	4,756.95 (30%)	8,721.07 (55%)	2,378.48
Totals	$107,952.35	$32,385.70	$59,373.78	$16,192.87
Post Bond Portion:				
Road Mix Treatment	$ 15,856.50	$ 9,857.49 (62.25%)	$ - -	$ 5,999.01
Totals (ALL WORK)	$123,808.85	$42,255.19	$59,373.78	$22,181.88

...SIONERS
...E. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

February 16, 1931.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

Herewith please find two copies of a resolution passed by the City Council of Vale, pertaining to the encroachments along the route of the John Day Highway.

Very truly yours,

H G Smith

HGS:OW
Encls.

Division Engineer.

RESOLUTION

WHEREAS, State Highway No. 5 of the State of Oregon, known as the John Day Highway, is routed through the City of Vale, Malheur County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: 18th Street from North City Limits to Morton Street; Glenn Street from Morton Street to "A" Street; "A" Street from Glenn Street to East City Limits.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Vale will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Vale, Malheur County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 5 of the State of Oregon, known as the John Day Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Vale, County, Oregon, this 5th day of February 1931.

Attest:

J. H. KIAER (Sd.)
Mayor.

J. D. ROGERS (Sd.)
City Recorder.

- - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Vale, Malheur County, Oregon, on the 5th day of February 1931. at the regular meeting of said Common Council.

Dated this 5th day of February, 1931.

J. D. ROGERS (Sd.)
City Recorder.

FORM S-A-1 S-10648 2000 5-30

PR 164a

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

March 6, 1931.

NOTED
State Highway Engineer

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Division Engineer,
La Grande, Oregon.

Dear Sir:

I am enclosing herewith copy of letter from Mr. Lynch regarding the use of additional gravel topping on Oregon Federal Aid Project No. 164-A, Station 1550 to 1598, in lieu of the 6" perforated tile drain as proposed under the contract.

You will note that this approval is conditioned subject to the contractor signing the supplemental agreement to furnish the additional material at his bid price.

Please take this matter up with the contractor at once and have the supplemental agreements signed and forwarded to this office.

Yours truly,

R. H. Baldock

R. H. Baldock,
Assistant State Highway Engineer.

CC to

Roy A. Klein

W. H. Lynch

Enclosure

RHB-H

Form 39—D-12337—435—4-30.

NOTED
[illegible] Highway Engineer
PF 164a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Feb.27,1931, 192

Job name Lancaster -Vale — *Week from* Feb.20 *to* 27

Grading and surfacing — *Mail address* John Day, Ore

Highway John Day — *Telegraph or telephone address* "

County Malheur — *Job prefix* 23PO — *Express and freight address* "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Joslin & McAllister are now advancing upon the job between Lancaster and Vale altho they have not yet done any work on the highway. They are now stripping the Dennis pit and are setting up camp near the Trail pit. Two sub contractors are preparing to start work near Lancaster. Actual work on the grading will start about the first of next week.

I tested 12".18",24"and 36" concrete culvert pipe at the Ontario pipe factory, where the contractor is buying his pipe, and the results were satisfactory. The 50" sections were still too green to stand the test. They will not be installed till they are 28 days old.

I am sending in samples of sand and gravel from a gravel pit about four miles west of Vale($\frac{1}{2}$ mile west of Malheur bridge). Am also sending in a sample of Sun cement.

This section is cross sectioned between Sta.1174 and 1290 but in order to hurry the work along I put on a man and a sledge hammer for a few days to drive the stakes.

Weather cold and stormy with skifts of snow.

(See back of this sheet for instructions and detailed information)

Signed A A Kirkwood

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 11.48

Miles completed 00

Miles completed except finishing 00

Total cubic yards in project 84000

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned 2.30

Miles cross-sections completed and checked .....

Miles to be remeasured 11.48

Number men in Engineering Party 5

Contractor's average force for week 0 *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 11.48

Miles completed .....

Miles partially done .....

Total cubic yards in project 50100

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23P0 *Percentage* 60
2. 12DE *Percentage* 40
3. ..... *Percentage* .....
4. ..... *Percentage* .....

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. SPIVES, MEDFORD
M. A. LOUCKS, REDMOND

PR 164A

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

February
26th
1931

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch, District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

I hand you herewith a copy of a letter from Mr. H. G. Smith, Division Engineer at La Grande, with reference to F. A. Project #164-A which work contemplates the regrading and resurfacing of the Lancaster-Vale section of the John Day Highway.

Please note that Mr. Smith recommends the elimination of the drain tile and the substitution in lieu thereof of six inches of gravel topping. From the results obtained thus far at Baker as described in his communication in regard thereto, it would seem that this would be a desirable change, and we would recommend that it be made.

However, no steps toward this end will be taken, other than instructing the contractor to postpone ordering the drain pipe, until you have approved this change.

The six inch compacted additional gravel topping covering the full width of the grade would amount to approximately 3200 cubic yards which at the price bid of 34¢ per cubic yard would equal the sum of $1,088. The estimated cost of the trench excavation, gravel backfill and perforated drain tile amounts to $2770, representing a saving of approximately $1700.

We would appreciate your decision in relation to this matter at your early convenience so that the delay in the contractor's plans can be minimized.

Very respectfully,

R. A. KLEIN
STATE HIGHWAY ENGINEER

By R. H. Baldock
R. H. Baldock
Assistant State Highway Engineer

RHB/er
cc S. H. Probert
H. G. Smith

OREGON STATE HI

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

February
26th
1931

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

I have carefully read your communication of February 25 relative to the matter of the substitution of 6" of additional gravel topping in lieu of the six-inch perforated center drain tile and gravel backfill through the black alkali swale between stations 1550 and 1598 on the Lancaster-Vale section of the John Day Highway in Malheur County.

In view of the action of the gravel backfill versus the center drains as stated in your communication, it would seem that such a substitution would be desirable. However, it will be necessary to take this matter up with the Bureau of Public Roads and obtain their consent before it can be made.

In the mean time, please instruct the contractor to refrain from ordering the pipe and secure from him a statement that he will furnish the additional gravel topping at his bid price. As soon as we have determined the attitude of the Bureau towards this change, I will advise you.

Yours truly,

R. H. Baldock

R. H. Baldock
Assistant State Highway Engineer

RHB/or

cc W. H. Lynch
R. A. Klein
S. H. Probert

FORM S-A-1 E-18887 2000 6-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR 164a

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

NOTED
State Highway Engineer

February
26th
1931

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. C. Smith
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

I have carefully read your communication of February 25 relative to the matter of the substitution of 6" of additional gravel topping in lieu of the six-inch perforated center drain tile and gravel backfill through the black alkali swale between stations 1550 and 1598 on the Lancaster-Vale section of the John Day Highway in Malheur County.

In view of the action of the gravel backfill versus the center drains as stated in your communication, it would seem that such a substitution would be desirable. However, it will be necessary to take this matter up with the Bureau of Public Roads and obtain their consent before it can be made.

In the mean time, please instruct the contractor to refrain from ordering the pipe and secure from him a statement that he will furnish the additional gravel topping at his bid price. As soon as we have determined the attitude of the Bureau towards this change, I will advise you.

Yours truly,

R. H. Baldock

R. H. Baldock
Assistant State Highway Engineer

RHB/er

cc W. H. Lynch
R. A. Klein
S. H. Probert

FORM S-A-1 S-16357 2000 6-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

IR 164a

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

NOTED
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

SALEM

February
26th
1931

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch, District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

I hand you herewith a copy of a letter from Mr. H. G. Smith, Division Engineer at La Grande, with reference to F. A. Project #164-A which work contemplates the regrading and resurfacing of the Lancaster-Vale section of the John Day Highway.

Please note that Mr. Smith recommends the elimination of the drain tile and the substitution in lieu thereof of six inches of gravel topping. From the results obtained thus far at Baker as described in his communication in regard thereto, it would seem that this would be a desirable change, and we would recommend that it be made.

However, no steps toward this end will be taken, other than instructing the contractor to postpone ordering the drain pipe, until you have approved this change.

The six inch compacted additional gravel topping covering the full width of the grade would amount to approximately 3200 cubic yards which at the price bid of 34¢ per cubic yard would equal the sum of $1,088. The estimated cost of the trench excavation, gravel backfill and perforated drain tile amounts to $2776, representing a saving of approximately $1700.

We would appreciate your decision in relation to this matter at your early convenience so that the delay in the contractor's plans can be minimized.

Very respectfully,

R. A. KLEIN
STATE HIGHWAY ENGINEER

By
R. H. Baldock
Assistant State Highway Engineer

RHB/er
cc S. H. Probert
H. G. Smith

PR 164A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.———

POST OFFICE BUILDING
PORTLAND, OREG.

February 20, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project No. 164, section A.

Due to the possibility that there may be no oiling on this section as provided for on page 31 of the special provisions, it is suggested that the amount of work which it is expected will be completed by September 1 be carefully estimated with the view to reducing the amount of Emergency Advance funds on the modification of the agreement. This can be finally adjusted when submitting the estimate revised to contract prices.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

164-A

February 19, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today recommending for approval the plans, specifications and estimate covering Oregon Emergency Federal Aid Project No. 164-A, for the purpose of modifying the project agreement to admit emergency advance funds.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Senior Highway Engineer

FEB 25 1931
OREGON

PR 164-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

February 19, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Federal Aid Project No. 164-A, on which bids were opened today.

This is to confirm our prior verbal concurrence today in the award of the contract to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

Oregon State Highway Department — Emergency Project No. 164-A

LANCASTER-VALE SECTION OF THE

JOHN DAY HIGHWAY IN MALHEUR COUNTY

(Estimate with specifications. Not as basis for revised agreement.)

Salem, Oregon, Feb. 15, 1931.

Regrading and Resurfacing:

All Required	Clearing and Grubbing		$ 100.00
94,000 cu. yds.	Common Excavation	$0.20	18,800.00
2,100 cu. yds.	Solid Rock Excavation	0.80	1,680.00
27,000 yd. stas.	Overhaul	0.04	1,080.00
2,800 yd. mis.	Truck Haul	0.20	560.00
1,200 cu. yds.	Trench Excavation	0.40	480.00
1,200 cu. yds.	Gravel Backfill	0.50	600.00
5,600 cu. yds.	Gravel Topping	0.54	1,904.00
4,800 yd. mis.	Hauling Gravel, Truck Measure	0.20	960.00
50 cu. yds.	Class "A" Concrete	24.00	480.00
10 cu. yds.	Class "C" Concrete	24.00	240.00
5,300 lin. ft.	6" Perforated Concrete Drain Pipe	0.32	1,696.00
33 lin. ft.	12" Concrete Siphon Pipe	1.50	49.50
250 lin. ft.	24" Concrete Siphon Pipe	2.50	650.00
430 lin. ft.	12" Concrete Culvert Pipe	1.20	516.00
250 lin. ft.	18" Concrete Culvert Pipe	2.30	575.00
240 lin. ft.	24" Concrete Culvert Pipe	2.70	648.00
80 lin. ft.	30" Concrete Culvert Pipe	4.00	320.00
66 lin. ft.	36" Concrete Culvert Pipe	5.00	330.00
15 lin. ft.	42" Concrete Culvert Pipe	6.00	90.00
350 lin. ft.	Salv. & Reinstall. Culvert	0.50	175.00
11 miles	Salvaged Surfacing Materials	170.00	1,870.00
28,000 cu. yds.	Base Course Surfacing	1.00	28,000.00
17,500 cu. yds.	Top Course Surfacing	1.00	17,500.00
8,000 cu. yds.	Earth Filler	0.10	800.00
8,000 yd. mis.	Filler Haul	0.10	800.00
1,400 M-Gals.	Sprinkling	[illegible]	2,800.00
	Sub-total.....		...$ 87,725.50
	10% Engr. & Co[illegible]		[illegible],985.85

Road Mix Treatment, Type M-5

11.5 Miles	Shaping and Scarifying	75.00	862.50
11.5 "	Mixing and Finishing	600.00	6,900.00
500 cu. yds.	Placing Mineral Aggregate	0.50	250.00
1,000 yd. mis.	Hauling Mineral Aggregate	0.20	200.00
5,000 bbls.	No. 2 Road Oil in Place	3.65	18,250.00
500 cu. yds.	Filler	0.40	200.00
1,000 yd. mis.	Filler Haul	0.20	200.00

500 cu. yds.	Betterment Matls. in Stock Pile (Contr. 1249)	1.80	900.00	
850 yd. mls.	Hauling Stmt. Matls. (Contr. 1249)	0.80	105.00	
		Sub-total	$86,973.85	
		10% Engr. & Cont.	8,697.85	
		Total.....	$95,670.85	
		Sub-total (all work)	$110,677.80	
		10% Engr. & Cont.	11,068.70	
		Total (all work)	$121,746.70	

Length of Project, including bridge	11.483 miles
Length of 1 Bridge, non-participating	.006 "
Length of Project, excluding bridge	11.477 "
Cost per mile, roadway $10,609.62	
Estimate per cent complete by Sept. 1, 1931	100%

SUMMARY

Item	Total Cost	Federal Aid	Government Emergency Funds	State Funds
Roadway	$121,766.70	$36,530.01 (30%)	$86,971.68 (15%)	$18,265.01

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

PR 164-A

February 6, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed herewith for signature and return are three copies of agreement for Oregon Emergency Federal Aid Project No. 164-A.

The allotment of emergency advance funds to the full amount of the State's share is, of course, permissible on this project. It is quite possible, however, that, on account of underruns in quantities or progress, or non-use of the full 10 per cent contingency item, the full amount allotted cannot be claimed on vouchers. Care should be taken to insure that any possible reduction in the allotment of emergency funds be made in time to permit of using the surplus on other projects. As discussed previously, it is desirable to set up a small amount of State funds on each emergency project, in order to insure that there will be no last-minute refunds of emergency money. The allotment of emergency funds may later be increased, if found desirable, up to the full amount of the State's share, without modifying the agreement, if there are unallotted emergency funds available.

Unless Oregon requests considerably less than its normal percentage of Federal Aid, and correspondingly increased proportion of emergency funds, it cannot take up its apportionment of emergency funds. In this connection, please refer to our January 28 letter. Oregon should apparently request about 50 per cent emergency funds, possibly more, on future emergency projects. It is requested that the correct proportion be ascertained and provided for on future projects, and that the supporting data requested in the above letter be submitted, before requesting further agreements on Oregon Emergency Projects.

The preceding paragraphs are not written for the purpose of delaying action or restricting the use of emergency funds, but to insure that the State is fully advised of its privileges with respect to these funds and will thereby be enabled to use the entire amount.

February 6, 1931

Ordinances or resolutions from the authorities of the town of Vale should be submitted with the signed agreements. It has been our understanding that agreements will not be executed until the record is clear on this point. However, if there should be any delay in securing these ordinances or resolutions, please return the agreements without them for forwarding to Washington with the request that they be executed, if such is allowable. If this procedure is adopted, definite information should be given us that there will be no difficulty in obtaining the ordinances. While we cannot assure you that this procedure will be acceptable, it may possibly be used because of the present emergency.

The plans for this project have been passed on the assumption that the widths of the streets traversed in Vale are not less than 60'. Please advise us definitely concerning this point.

None of the streets traversed have a width less than 60 feet

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

PR

PR164a

January 21, 1951.

Mr. H. G. Smith,
Highway Division Engineer,
La Grande, Oregon.

Dear Sir:

The Bureau of Public Roads is now requiring that whenever a Federal Aid Project extends within the limits of an incorporated city or town, the town council pass an ordinance or a resolution relative to encroachments, speed limits, parking limits, etc., along the route of the project within the corporate limits. We are enclosing herewith a form of resolution which we have worked up and which we believe will be satisfactory to the Bureau.

The Lancaster-Vale Project runs within the limits of the town of Vale, and it will, therefore, be necessary to secure the passage of a resolution for that project. Please attend to this as soon as you conveniently can, as the Bureau will not execute the project agreement until it has the resolution in hand. Two executed copies of the resolution should be submitted.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

SHP:ER

encl.

PR

PR 16-A

Jan. 15, 1931.

Joslin & McAllister,
512 Realty Building,
Spokane, Washington.

Gentlemen:

As a detail in connection with the financing of the regrading and resurfacing of the Lancaster-Vale Section of the John Day Highway, we are requesting federal aid under the provisions of the recently passed Emergency Act. As a condition to the granting of federal aid on that basis, the Bureau of Public Roads requires that the contract for the work involved include a provision whereby the contractor agrees to commence the performance of the work at such time as he will be ordered to do so by the State Highway Commission, and that he maintain on the work at all times the maximum efficient working force.

Inasmuch as your company is planning to commence work on the Lancaster-Vale Project on or about February 1st, and inasmuch as it is the policy of your company to prosecute its work with the maximum efficient working force, we are sure that you will have no objection to our making such an agreement a part of your contract. Accordingly, we are asking you to execute the enclosed supplemental agreement and to return two signed copies to us.

Thanking you for your prompt attention to this matter, we are

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

SUPPLEMENTAL AGREEMENT

Contract No. 1249

As a provision supplemental to their contract for the regrading and resurfacing of the Lancaster-Vale Section of the John Day Highway (state highway contract No. 1249), Joslin & McAllister hereby agree as follows:

1. That they (Joslin & McAllister) will commence the performance of the work on or before such date as they may be ordered so to do by the State Highway Commission.

2. That they will at all times prosecute the work with the maximum efficient working force.

Signed at_____on this_____day of_____, 1931.

Joslin & McAllister

By_____

_____

SUPPLEMENTAL AGREEMENT

Contract No. 1249

As a provision supplemental to their contract for the regrading and resurfacing of the Lancaster-Vale Section of the John Day Highway (state highway contract No. 1249), Joslin & McAllister hereby agree as follows:

1. That they (Joslin & McAllister) will commence the performance of the work on or before such date as they may be ordered so to do by the State Highway Commission.

2. That they will at all times prosecute the work with the maximum efficient working force.

Signed at_____ on

This_____day of_____, 1951.

Joslin & McAllister

By_____

_____

F164a

January 5, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement covering the Lancaster-Vale Section, Project No. 164-A. It will be noted that on this estimate in addition to the usual Federal Aid Funds requested, it is likewise requested that the State's share be advanced from the Government Emergency Funds.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EM.

encl.

Oregon State Highway Department — Project No. 184-A

LANCASTER-VALE SECTION

OF THE JOHN DAY HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, January 5, 1931.

All Required	Clearing and Grubbing		$ 100.00
34,000 cu. yds.	Common Excavation	$0.20	18,800.00
2,100 cu. yds.	Solid Rock Excavation	0.80	1,680.00
27,000 yd. sta.	Overhaul	0.04	1,080.00
2,800 yd. mi.	Truck Haul	0.20	560.00
1,[illegible] cu. yds.	Trench Excavation	0.40	480.00
1,200 cu. yds.	Gravel Backfill	0.30	360.00
5,000 cu. yds.	Gravel Topping	0.54	1,904.00
4,80[illegible] yd. mi.	Hauling Gravel, Truck Measure	0.20	960.00
20 cu. yds.	Class "A" Concrete	24.00	480.00
10 cu. yds.	Class "C" Concrete	24.00	240.00
5,800 lin. ft.	8" Perforated Concrete Drain Pipe	0.32	1,696.00
33 lin. ft.	12" Concrete Siphon Pipe	1.50	49.50
280 lin. ft.	24" Concrete Siphon Pipe	2.60	650.00
480 lin. ft.	12" Concrete Culvert Pipe	1.10	516.00
250 lin. ft.	18" Concrete Culvert Pipe	2.30	575.00
240 lin. ft.	24" Concrete Culvert Pipe	2.70	648.00
80 lin. ft.	30" Concrete Culvert Pipe	4.00	320.00
66 lin. ft.	36" Concrete Culvert Pipe	5.00	330.00
15 lin. ft.	42" Concrete Culvert Pipe	6.00	90.00
350 lin. ft.	Salv. & Reinstall. Culvert Pipe	0.50	175.00
11 miles	Salvaged Surfacing Materials	170.00	1,870.00
28,000 cu. yds.	Base Course Surfacing	1.00	28,000.00
17,500 cu. yds.	Top Course Surfacing	1.00	17,500.00
8,000 cu. yds.	Earth Filler	0.10	800.00
6,000 yd. mi.	Filler Haul	0.10	600.00
1,400 M-Gals.	Sprinkling	2.00	2,800.00
	Sub-total.....		$ 83,723.50
	10% Engr. & Cont.....		8,372.38
			$ 92,095.88

Length of Project, including bridge — 11.483 miles
Length of 1 Bridge, non-participating — .006 miles
Length of Project, excluding bridge — 11.477 miles
Cost per mile, $8,024.38

Amount requested from Federal Aid funds	$57,311.24	(62.25%)
State's share of cost requested to be advanced from Government Emergency funds	34,784.61	
	$92,095.85	

State funds for maintenance: Chapter 41, Laws 1927.

Form 39—D14454—2500—11-29

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan.2,1931, *19*

Job name Lancaster-Vale Surfacing — *Week from* Dec.26,1930 *to* Jan.2,1931

Mail address John Day,Ore.

Highway John Day — *Telegraph or telephone address* *

County Malheur — *Job prefix* ? — *Express and freight address* *

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor,Joslin & McAllister, has not yet appeared on this job. The ground is frozen quite deep and but little could be accomplished at the present time.

My party,now consisting of F.M.Ranta,Leo Finley and George Baker are now staking out that part of this job which is between the "Railroad Crossing" and Vale.Mr.Finley and Mr.Baker were placed on my payroll on the first day of this year. Gilber Jones is now raised to the position of Computor and will serve as Computor on this job and the location job between Brogan and Lancaster.

About three inches of snow covers this part of the State.

Weather fair.

(See back of this sheet for instructions and detailed information.)

Signed A. A. Eskelsen

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 11.5

Miles completed 00

Miles partially done 00

Total cubic yards in project .....

Cubic yards produced to date 00

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 00 *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party 4

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... XX 23 ..... *Percentage* 50
2. ..... 12DE ..... *Percentage* 50
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PF 164-A

December 4, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are today sending to you under separate cover the federal aid plans for the Lancaster-Vale Section of the John Day Highway (Federal Aid Project No. 164-A). Also, we are submitting herewith the necessary number of copies of estimates and special provisions for the work on the project for which we propose to receive bids on December 11th, which work consists of the widening and regrading of the existing roadbed and the construction of a crushed gravel surfacing.

In explanation of the type of surfacing which we are specifying for this project, we wish to state that this type of surfacing contemplates a later application of the type of oil treatment commonly referred to as "road mix surface treatment." It is our plan to apply the road mix treatment during the summer months of 1931, and to follow that in 1932 with a seal coat of heavy road oil and crushed rock.

We are not including either the road mix treatment or the seal coat as a part of the project at the present time for the reasons; first, that we do not desire to tie up federal aid funds so far in advance of the performance of the work; second, that we do not yet know whether the work will be done by contract or by state forces; and third, that we desire to avoid the duplication of work in revising estimates, cost analyses specifications and plans that invariably results when these exhibits are prepared so far in advance. We intend, however, to ask for federal aid on those stages of construction when the proper time comes.

In order that you may be fully informed as to the general plan to be followed in the later stages of the construction, we are enclosing herewith copies of our specification for road mix surface treatment, types M-1, M-2 and M-3. The type which we propose to use is the M-3 type,

which type produces an oiled mat having a thickness of two and one-half inches. The seal coat to be applied in 1932, is planned to be applied about as follows:

1. Sweep the surface clean.
2. Apply a tack coat of 95 per cent road oil at a rate of 0.2 gallon per square yard.
3. Spread 3/4" - 1/2" crushed rock at a rate of 0.0125 cubic yard per square yard. Hand spot and roll.
4. Apply 95 per cent road oil at a rate of 0.25 gallon per square yard.
5. Spread 1/2" - 1/8" screenings at a rate of 0.009 cubic yard per square yard. Hand spot and roll.

In case the specifications for the road mix treatment and for the seal coat are unsatisfactory in any respect, please let us know so that proper revisions can be incorporated in the final specifications which are to be submitted later.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:KH

Oregon State Highway Department — Project No. 164-A

LANCASTER-VALE SECTION

OF THE JOHN DAY HIGHWAY IN MALHEUR COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, December 4, 1920.

All Required	Clearing and Grubbing	$		$ 300.00
94,000 cu. yds.	Common Excavation		0.25	23,500.00
2,100 cu. yds.	Solid Rock Excavation		1.00	2,100.00
27,000 yd. stas.	Overhaul		0.04	1,080.00
2,900 yd. mi.	Truck Haul		0.25	725.00
1,200 cu. yds.	Trench Excavation		0.50	600.00
1,200 cu. yds.	Gravel Backfill for Drains		0.70	840.00
5,600 cu. yds.	Gravel Topping		0.60	3,360.00
4,800 yd. mi.	Hauling Gravel, Truck Haul.		0.20	960.00
20 cu. yds.	Class "A" Concrete		30.00	600.00
10 cu. yds.	Class "C" Concrete		28.00	280.00
3,300 lin. ft.	6" Perforated Concrete Drain Pipe		0.40	1,320.00
35 lin. ft.	12" Concrete Siphon Pipe		2.00	66.00
260 lin. ft.	24" Concrete Siphon Pipe		3.00	780.00
450 lin. ft.	12" Concrete Culvert Pipe		1.30	645.00
250 lin. ft.	18" Concrete Culvert Pipe		2.00	500.00
240 lin. ft.	24" Concrete Culvert Pipe		3.50	840.00
80 lin. ft.	30" Concrete Culvert Pipe		5.00	400.00
66 lin. ft.	36" Concrete Culvert Pipe		6.00	396.00
15 lin. ft.	42" Concrete Culvert Pipe		9.00	135.00
350 lin. ft.	Salvaging & Reinstall. Culvert Pipe		1.00	350.00
11 Miles	Salvaging Surfacing Materials		1000.00	11,000.00
28,000 cu. yds.	Base Course Surfacing		1.40	39,200.00
17,500 cu. yds.	Top Course Surfacing		1.40	24,500.00
8,000 cu. yds.	Earth Filler		0.25	2,000.00
8,000 yd. mi.	Filler Haul		0.18	1,440.00
1,400 M-Gal.	Sprinkling		2.50	3,500.00
	Sub-total.....			$ 122,197.00
	10% Engr. & Cont.....			12,219.70
	Total.....			$ 134,416.70

Length of Project, including bridge 11.483 miles.
Length of 1 Bridge .006 "
Length of Project 11.477 "
Cost per mile, $11,711.83

State funds available $80,769.19
Federal Aid requested 53,647.51 (68.25%)

$134,416.70

OREGON STATE HIGHWAY COMMISSION
4-30

...ONERS
...VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM
November
25th
1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
O ffice E ngineer
O f f i c e

Dear Sir:

Regarding the specifications for the Lancaster - Vale section of the John Day Highway in Malheur County.

On account of the small size of the gravel, it has been deemed advisable to build a crushed gravel surfacing with the intention of constructing a road mix top 20' in width and 2½" in compacted thickness in conformity with the M-3 specification hereto attached. Included with the M-3 specification is the formula for determining the amount of oil required. This formula is based on the California formula plus the method of determining the absorption of the stone as used in the state of Utah. We have, also, contributed as a part of the formula, the notations regarding the ratio of the specific gravity.

I would say that the plan would be to let the road mix construction about next May or June and complete this work next summer, the following year to place the wearing course or seal coat of 95% oil and stone obtained from the stock piles. The surface treatment to be in accordance with the following specification:

1. Sweep the surface clean.
2. Apply a tack coat of .2 gallon per square yard of 95% oil.
3. Spread .0125 cubic yard per square yard of 3/4" - 1/2" stone. Hand spot and roll.
4. Spread .25 gallon per square yard of 95% oil and cover with .009 cubic yard per square yard of 1/2" - 1/8" stone. Hand spot and roll.

I would suggest that you call the Bureau's attention to our plan and state that we are sending the specification for the road mix treatment and the ultimate surface treatment for their consideration. Would also request them to pass on the road mix specification and return to us with such criticisms as they care

to make with the understanding that we will again submit the specification next spring on the basis of performing the work by contract.

Yours truly,

R. H. Baldock
Assistant State Highway Engineer

RHB/er

Formula for Determing Oil Content

P equals K(.02a plus .045b plus .18c) plus D

P equals percent of oil by weight.

K equals product derived by dividing the average specific gravity or 2.6 by the specific gravity of material being mixed.

a equals percent of aggregate retained on #10 sieve.

b " " " " passing #10 sieve and retained on #200 sieve.

c " " " " passing #200 sieve.

D equals absorption as determined by Laboratory.

OREGON STATE HIGHWAY COMMISSION

MAINTENANCE DEPARTMENT

SPECIFICATIONS FOR ROAD MIX SURFACE TREATMENT

Types M-1, M-2 and M-3 March - 1930

Descriptions:

The road mix surface treatment is a treatment wherein the upper two or three inches of an existing broken stone or gravel surfacing is loosened up by scarifying, mixed with suitable proportions of road oil and respread to uniform crown and grade.

The differences between the types M-1, M-2 and M-3 of this class of surface treatment are in the depths of scarifying, the amounts of oil used and the thicknesses of the oiled mat finally produced.

Width and Crown:

The width and crown of the road mix surface treatment shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall consist of crushed gravel or broken stone obtained by scarifying the present surfacing, or, when ordered by the engineer, reinforced by additional material from stock piles adjacent to the work. Mineral filler consisting of volcanic ash, sand, or decomposed granite shall also be added when ordered by the engineer. The road oil shall be No. 2 road oil. Both the oil and the manner in which it is applied shall conform with the specifications given hereinafter under the head "Asphalts and Road Oils."

Blading and Scarifying:

In order to loosen up those of the materials in the macadam surfacing which are to have road oil mixed with them, it will be necessary to scarify the upper two or three inches of the macadam surfacing, but before any scarifying is done, the macadam surfacing shall, by means of blade graders and road drags, be brought to uniform crown and grade with a surface free from ruts, humps and depressions and other inequalities. The drags used in connection with that part of the work shall be adjustable road drags suspended from wheel-mounted frames not less than sixteen feet in length.

When the macadam has been brought to proper crown, grade and surface as above provided, the top of the surfacing shall be loosened by scarifying to such uniform depth as the engineer may order. This shall be accomplished by the use of a scarifier so controlled that the desired depth will be secured without disturbing or loosening the underlying material.

The scarifying shall be continued until the loosened materials are thoroughly pulverized. The loosened surface should be thoroughly bladed from one side of the road to the other until the surfacing materials are uniformly mixed. During such operations, as directed by the engineer or as indicated in these provisions, filler or additional broken stone or crushed gravel shall be added, in which case the filler or new broken stone or crushed gravel shall be thoroughly mixed with the scarified materials by windrowing back and forth by blade graders after which the surface shall be shaped up to the width and crown shown on the cross-section plan, followed by blading with graders and dragging with adjustable road drags until the roadbed is free from all irregularities.

The roadway shall be prepared for a distance not greater than one mile in advance of the application of oil. All damage to the prepared roadway, whether due to traffic or otherwise, shall be repair ed by the contractor at his own expense.

First application of Oil.

When the roadway has been prepared as above specified, the loosened materials shall be bladed to a uniform and compacted windrow, one edge of which shall be on the centerline of the roadway. If the windrow does not measure a uniform size, additional material shall be loosened on the section adjacent to the portions indicating insufficient material and more material shall be added until there is an approximately uniform quantity in the windrow.

No. 2 road oil shall then be uniformly spread on one-half width of the roadway at a rate of 1/3 gallon per square yard. During this period traffic shall be carried on the section of the roadway that is not being treated with oil. Immediately following the application of the oil, one-half of the material in the windrow shall be moved by a blade grader so as to uniformly cover the application of oil on the half width of the roadway.

Second and Third Application of Oil:

Second and third applications of oil shall then be made on the same side of the roadway, the rates of application being such that the total of the three applications (first, second and third) will be approximately as follows:

For Type M-1	(1½ inch mat)	1.00 gallon per sq.yd.
For Type M-2	(2 inch mat)	1.25 " " " "
For Type M-3	(2½ inch mat)	1.50 " " " "

The second and third applications of oil shall be made at the same rate, which rate shall be one-half of the amount per square yard remaining to be applied after the first application has been made. Each of the second and third applications shall be followed immediately by a harrowing of the surface with a double disc harrow and spring tooth harrow, so regulated that the depth of the cut will not exceed the depth of the loosened material on the roadway, and in order to bring dry material to the surface so that traffic will not pick up fresh oil.

After the three applications of oil on one-half of the roadway have been made in accordance with the foregoing provisions, the remaining portion of the windrow (approximately one-half of the original amount) shall be moved over onto the inside edge of the first half of the roadway so as to expose all of the uncoiled portion of the roadway, after which traffic shall be permitted to use the portion of the roadway that has received the application of oil. The process as described above for the first half of the roadway shall then be duplicated on the second half of the roadway. The material is then ready for mixing.

The amounts of oil specified are approximate only, and will be subject to change by the engineer from time to time, depending upon the character of the aggregate, results of laboratory tests, and other features, but the contractor shall be responsible for the uniform distribution of the oil and shall, at his own expense, remedy any defects due to improper distribution.

Mixing:

After the required quantity of oil has been applied as above specified, the entire depth of loose material shall be thoroughly mixed by blading with road graders. This will be accomplished by alternately windrowing and spreading the aggregate, first towards the center of the road, and then back towards the edges.

This operation shall be repeated until the material has been moved between the two points not less than sixteen times, and more, if, in the opinion of the engineer, it is necessary in order to coat all particles and secure a mixture of uniform dark brown color and of uniform consistency. In case any uncoated materials are brought in from the edges or from the base after the mix has been approved by the engineer, further mixing will be required until the uncoated material is thoroughly coated and incorporated into the mix.

The graders shall be operated at a speed of not less than four miles per hour with the blades set at an angle of about forty-five degrees and the top of the mold board tilted forward to secure the maximum rolling action of the material being bladed.

After a satisfactory mixture has been secured, the material shall be placed in a windrow on the centerline of the road, from which point it shall be spread to a uniform grade, and to the cross-section shown on the plans, by the use of a tractor-drawn ten-foot grader, weighing not less than six thousand pounds. Before spreading, a trench shall be made at each edge of the surfacing so as to insure the thickened edges as shown on the plans.

Finishing:

Immediately after the material has been spread, graders and road drags as described above under the heading "Blading and Scarifying" shall be used to remove all irregularities, and to secure a surface of uniform grade and cross-section.

Any portion or portions of the surface that show an excess or deficiency of oil during the finishing or subsequent thereto before the final acceptance of the contract, shall be scarified and remixed with such additional oil or surfacing material as is required to produce a satisfactory mix. Payment for this class of work will be on a force account basis on written order of the engineer, except in those cases where there is direct evidence that the non-uniformity of the mix was caused by carelessness on the part of the contractor or his disregard of the engineer's instructions.

The surface shall be kept in this condition until the material has been sufficiently compacted and hardened so as not to be marked by traffic. This will usually require at least six days.

Incorporation of New Surfacing.
Materials and Filler:

Where so ordered by the engineer, new broken stone or crushed gravel and new filler material shall be added to and mixed with the old surfacing materials, the broken stone and crushed gravel being obtained from the State's stock piles of those materials and the filler being obtained from such sources as the engineer may select.

The addition of broken stone or crushed gravel, and the addition of filler materials will be made to correct errors in the gradation of the surfacing materials already on the road, and to strengthen weak spots. The quantities required are therefore dependent upon the conditions found when the existing surfacing is scarified, and they cannot be accurately estimated in advance. The quantities to be added shall therefore be as the engineer orders after he has had opportunity to observe the scarified surfacing.

The right is also reserved to vary the depth of scarifying and processing and the amount of road oil to be used.

Specifications for Road Oil:

Road oil furnished under these specifications shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter.

The oil to be furnished shall be designated as No. 2 road oil and shall conform with the following requirements:

		No. 2 Oil
Asphaltic Residue of 80 Penetration	minimum	60%
Asphaltic Residue of 80 Penetration	maximum	70%
Viscosity, Saybolt Furol at 122° F.	minimum	200 sec.
Viscosity, Saybolt Furol at 122° F.	maximum	300 sec.
Flash Point, Penskey-Martin, Degree F.	minimum	225
Water & Sediment	maximum	2%

No. 2 Oil

Bitumen (soluble in carbon bisulphide) minimum			99%

In the testing of oil, the methods used shall be as prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration	Serial	Desig.	D243-26T
Viscosity, Saybolt Furol at 122° F.	"	"	D 88-26
Float Test on Bituminous Materials 122° F.	"	"	D139-27
Flash Point, Pensky-Marton Closed Test	"	"	D 93-22
Flash Point, Cleveland Open Cub	"	"	D 92-24
Water & Sediment, centrifuge method	"	"	D 96-28
Water	"	"	D 95-27
Bitumen (soluble in Carbon Bisulphide)	"	"	D 4-27
Bitumen (soluble in Carbon Tetrachloride)	"	"	D165-27
Loss on Heating	"	"	D 6-27
Penetration of Bituminous Materials	"	"	D 5-25

Bitumen insoluble in 86 deg. paraffin naptha shall be determined by the method described in U. S. Department of Agriculture Bulletin 1216, revised September, 1928.

The contractor shall require the producer of the oil to furnish, for each car of oil shipped, a report containing the following information.

1. Date of Shipment
2. Car initial and number
3. Destination
4. Grade
5. Specific Gravity
6. Asphalt Content
7. Viscosity
8. Quantity contained in car.

Copies of the report shall, on the day the shipment is made, be mailed to the Materials Engineer of the State Highway Department, and to the Resident Engineer in charge of the project.

Manner of Application of Road Oil:

The road oil to be used in connection with this specification shall be applied at a temperature of 175° F.

Oil that has been overheated or burned shall not be used in the work.

In general, it will be the policy of the State not to permit the application of any oil when the atmospheric temperature is less than 80° F., and, if it is necessary, in order to secure the best results, the engineer may require the contractor to delay the

application of the oil until 10 o'clock each morning. However, the contractor will be permitted to carry his operations through the day until 8 hours of actual work has been performed in the application of oil, provided no oil shall be placed which can not be cared for before the hours of darkness.

Oils shall be spread by means of a pressure distributor which will satisfactorily make the distributions required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width equal to one-half of the width specified for the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil, at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rate of application of oil shall not vary from the rate specified by the engineer by more than ten per cent, and if, in the application of the same, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

MISCELLANEOUS PROVISIONS.

Aggregates to be furnished by State.

The mineral aggregate required in connection with the work to be done under this contract are to be furnished by the State in stock piles located at various points in the vicinity of the work.

No charge will be made to the contractor for such of the State's materials as are used in the work, but it is understood that the expense of loading the materials into the hauling trucks will be borne by the contractor.

In taking the aggregates from the stock piles, the contractor shall avoid the use of any means or methods that will tend to scatter the materials or cause them to become mixed with dirt and other foreign matter. He shall endeavor to salvage from each pile as nearly all of the materials the pile contains as is practicable, or, in the cases of piles where the entire contents are not required, to take the materials the full depth of the pile as far as needed, and to leave the remainder undisturbed and in good condition for future use. The picking up of dirt with the materials must be carefully avoided as aggregate containing dirty or other foreign matter cannot be used in the work.

The contractor will be charged for any materials that he may waste or that he may use without the authority of the specifications or of the engineer.

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of oil flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings or other new aggregates.

Filler:

The filler to be used in connection with the road mix surface treatment and the road mixing of base macadam shall be furnished and paid for as specified in the standard specification for earth filler as the same is given on page 31 of the standard specification form.

Truck Loads to be Leveled:

To facilitate and make more accurate the measurement of aggregates, filler and other materials that are to be measured in trucks, the contractor shall, by striking off or by some satisfactory means, bring the top of each load to a level surface with all corners completely filled.

Surface Evenness:

The surface of the finished work shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of rock or oil, or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the Road Mix surface treatment as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

In case of rain during road mixing operations, any oiled material not in condition to be spread shall be immediately bladed into a compact windrow and left undisturbed until it can be remixed and spread in a dry condition.

Protection of Structures:

The contractor shall provide whatever protective coverings may be necessary to protect exposed portions of bridges, culverts, guard fences, road signs and other structures from splashing oil, and he shall remove from such structures any oil, dirt, or other undesirable matter that may come upon them by reason of his operations.

Provision for Traffic:

The contractor will be required to perform the work which he is to do under this contract while the sections of road involved are in use by traffic. Neither the closing of the road nor the detouring of traffic from the road will be permitted.

To make such an arrangement practicable and to avoid vehicles which use the road coming in contact with freshly applied oil, the various operations involved in the performance of the work shall be performed on only one-half of the roadway at one time, the other one-half of the roadway being kept clear and otherwise in condition for use by traffic without any splashing of oil. Also, the work shall be so conducted that all portions of roadway that are limited to one-half width use at any one time will be confined within a unit of highway not more than six thousand (6,000) feet in length.

On the unit of highway, not exceeding 6,000 feet in length, within which are located portions of roadway that are limited to half-width use, traffic may be limited to movement in only one direction at a time, the traffic being flagged through, first in one direction and then in the other direction, at intervals of time not exceeding fifteen minutes in length.

The State will furnish two flagmen to control traffic at the ends of the unit within which the roadway is being limited to half-width use, and will furnish a pilot car and driver to lead the traffic through the unit. These flagmen and the pilot car and its driver will be furnished by the State only during the regular working hours. After working hours, the flagging and piloting shall be done by the contractor, provided, however, that flagging and piloting will not be required after regular working hours if the contractor will each day leave the work in such condition that it can be travelled over without damage to the work and without danger to traffic, and will provide an adequate system of signs, lights, barricades, etc. The engineer shall be the judge as to whether or not these conditions are satisfactorily complied with and as

to whether or not flagging and piloting can be dispensed with after working hours. #9

The responsibility for the protection of both the work and the traffic will rest solely with the contractor, and he shall be solely liable for all damage and injury that is in any way chargeable to the construction operations or to any circumstance, condition, action or negligence in connection therewith.

The contractor shall furnish whatever warning signs, direction signs, lights, barricades and other facilities may be necessary for the proper protection of the work and for the proper guidance and safeguarding of the traffic.

Organization and Equipment.

Each crew or each outfit engaged in the work to be done under this contract shall be under the continuous supervision of a competent superintendent thoroughly experienced in the class of work involved.

The equipment to be used in the road mix surface treatment work shall include the following:

One steam boiler (minimum 20 H.P.).

One oil distributor, 1,000 gallon capacity, 9-foot spray bar with extension, pressure pump, pressure gauge, tachometer gauge and theremometer. Distributor tank to be thoroughly insulated to retain heat and equipped with steam coil.

One scarifier unit or scarifier attachment for road grader so constructed as to provide positive adjustment of scarifying depth.

One road grader, minimum weight 6,000 lbs, with ten-foot blade.

Two motor patrol graders with eight-foot blades.

One forty horsepower draw-bar tractor (track laying type, rubber treads).

One road maintainer, with tractor, a combination of drag blades, suspended from frame supported on rubber tired wheels; minimum wheel base sixteen (16) feet.

One heavy disc harrow weighing not less than 1,000 pounds, nine feet wide, two rows of discs.

One three-gang spring tooth harrow.

Such insulated oil tender supply tanks as are necessary to furnish the spread of oil required per day under the contract.

The lists of equipment given above indicate simply the minimum requirements, and if additional equipment is needed for a satisfactory fulfillment of the conditions of the specifications, or to insure completion of the work within the specified time limit, such additional equipment shall be furnished. The engineer shall be the judge as to the suitability and adequacy of the equipment.

All wheeled equipment used on the work shall be equipped with rubber tired wheels. Truck type tractors shall be equipped with rubber treads.

Graders having blades that are not held rigidly in position, or that "chatter", will not be allowed on the work.

Equipment shall be kept in first class condition and repair at all times.

It is understood that the contractor has taken this condition into consideration in his bid, and it is agreed by the contractor that he will neither ask for nor accept compensation for any extra expense, uncompensated expense, or loss that may be suffered by him by reason of the reduction in the amount of work to be done and paid for on that unit, or by reason of any circumstance connected therewith.

MAINTENANCE OF COMPLETED SECTIONS:

The contractor shall be responsible for the maintenance of the work performed on each section of the project for a period of two weeks after the work to be done on the section has been completed, and for such longer period as may be necessary to correct conditions of excessive "bleeding" and to overcome and eliminate such other defects as may develop or make their appearance during the said two weeks period.

At the end of the maintenance period above referred to, the maintenance of the section will be assumed by the State.

MEASUREMENT AND PAYMENT

Limitation of Payment to Bid Items:

The pay items in connection with the construction of Road Mix Surface Treatments, are as follows:

Shaping and Scarifying
Mixing and Finishing
Filler
Filler Haul
Plac.Min.Aggr.
Haul Min.Aggr.
No. 2 Oil in Place.

Payment for the above items shall, when made at the prices bid for those items in the contractor's bid, comprise full and complete payment for all work of that class and type performed, and no separate or additional payment will be made for any work or materials that are called for by the specifications or that are required to produce specified results.

The basis of measurement and payment for the various pay items shall be as stated in the following paragraphs.

Shaping and Scarifying:

The quantity to be paid for at the price bid per mile for "Shaping and Scarifying" shall be the number of miles, measured to the nearest one-tenth of a mile, of roadway actually shaped and scarified, as specified, in connection with the applying of the M-1, M-2 or M- type of road mix surface treatment to which the price bid applies.

Mixing and Finishing:

The quantity to be paid for at the price bid per mile for "Mixing and Finishing" shall be the number of miles, measured to the nearest one-tenth of a mile, of roadway on which mixing and finishing work is actually performed, as specified, in connection with the applying of the M-1, M-2 or M-3 type of road mix treatment to which the price bid applies.

Filler and Filler Haul:

The quantities to be paid for at the prices bid for filler and filler haul shall be the quantities of those items furnished and performed in connection with the applying of the M-2 and M-3 types of road mix surface treatment. The basis of measurement for the two items shall be as described in the standard specification for "Earth Filler."

Placing Mineral Aggregate:

The quantity to be paid for at the price bid for "Placing Mineral Aggregate" shall be the number of cubic yards of new broken stone, crushed gravel or screenings actually loaded, hauled and used on the road preparatory to or as a part of the application of the road mix surface treatment.. It shall not include any quantities of talus or gravel used in shoulder construction work or any quantities of rock, gravel or other material salvaged or obtained from the macadam base, even though the same may become a part of the wearing surface.

Measurement of the broken stone, crushed gravel or screenings, as a basis for determining the pay quantity for this item, will be made in the trucks in which the materials are hauled, the measurement to be made at the point of loading. Payment for the hauling of the mineral aggregate will be made at the price bid for "Hauling Mineral Aggregate."

Hauling Mineral Aggregate:

The quantity to be paid for at the price bid for "Hauling Mineral Aggregate" shall be the number of yard miles of hauling work necessarily performed in the transporting of the mineral aggregates (new broken stone, crushed gravel or screenings) from the State's stock piles or other designated sources to the place of their deposit on the road.

The amount of hauling "necessarily performed" shall be understood to be the amount of hauling required to make the theoretically most economical distribution of the materials from the points at which they are available at the time the work is done to the points at which they are required in the work. The expense of any unnecessary hauling that may be done, whether through failure to determine and use the most economical distribution or as a matter of the contractor's own choice, shall be borne by the contractor.

Haul distances shall be measured in half-mile units, fractional half-miles being allowed for as full half-miles. Haul volumes shall be determined by measurement of the materials in the trucks at the point of loading.

No. 2 Oil in Place:

The quantity to be paid for at the price bid per barrel for "No. 2 Oil in Place" shall be the number of barrels of No. 2 road oil actually incorporated in the work in accordance with the specifications. The quantities shall be determined by measurement of the oil in the railroad cars in which it is received from the refinery, or they shall be determined by such other method as in the opinion of the engineer, is most practicable under the conditions obtaining. Correction shall be made for any oil included in the car measurements that does not actually become incorporated in the work.

A barrel of oil shall be understood to be that quantity of oil which at 60 degrees, Fahrenheit, would have a volume of forty-two (42) standard U. S. Gallons.

FORM 2-A-1 5-16563 5000 4-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

PR 169-A

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

SALEM
October
29th
1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. A. Klein
State Highway Engineer
O f f i c e.

Dear Sir:

Attached herewith comparative estimate of cost by H. G. Smith on alternate routes between Vale and Jamieson with reference to the elimination of the two grade crossings on this route.

The project in question is 13.5 miles in length and the change will involve an additional cost of approximately $56,000. Smith very clearly points out the small volume of traffic on this railroad, the safety of the curves at the approaches crossing the track which is proposed and the probable abandonment of this line by the railroad company at some future date. His description of the experience of the Idaho officials in relocating at considerable expense to eliminate railroad grade crossings, followed by the abandonment of the line before they had their reconstruction completed is quite pertinent to our problem and illustrates a condition that might materialize in the present instance.

It is my opinion based on his report and my own knowledge of the situation that we should not abandon these crossings but reconstruct the line as planned and I believe that if the information is clearly placed before the Bureau of Public Roads that they will be forced to the same conclusion.

I am attaching hereto Smith's estimate of cost for the construction of the Vale - Columbine section of this highway, plans for which are now completed. I would recommend that this work be advertised at an early date.

Yours respectfully,

R. H. Baldock

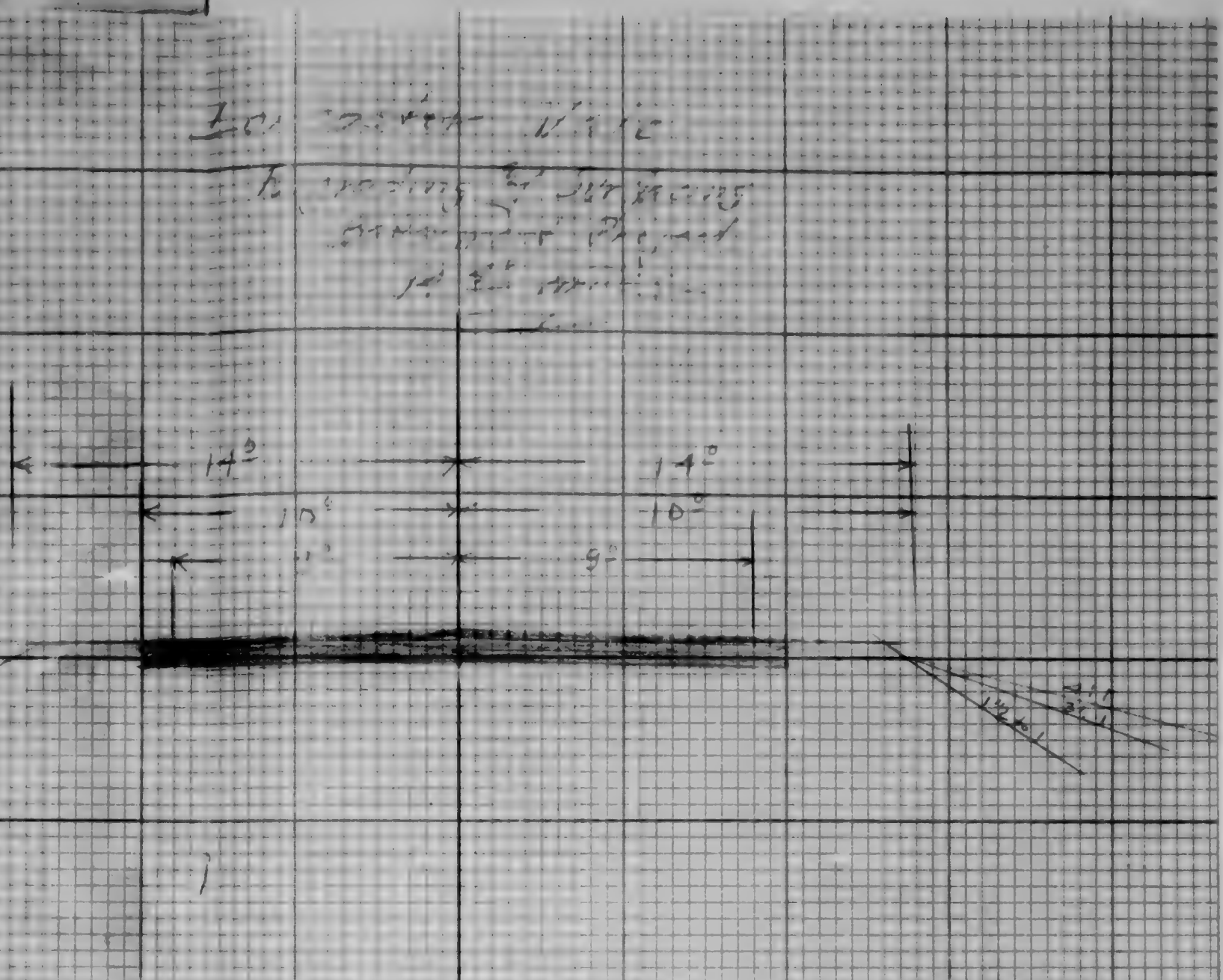
R. H. Baldock
Assistant State Highway Engineer

RHB/er

PR 307

14°

Ledge



Legend :
- = 5" Compacted base 20' wide
- = 1½" " Top " "
- = 2" " Bituminous Macadam 18' wide
- = Present Surfacing Maintained over 4' Shoulders

PR 164

Lancaster
tax

CONTRACT #1252,
1258, 1348,

PR 117-H Doyle Hill-Gate Cr. Sec. 1931

1252.1258.1348

PR 117-H Doyle Hill-Gate Cr. Sec. 1931

1252.1258.1348

117-H

May 3, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher for the Doyle Hill-Gate Creek Section, Project No. 117-H (Recp.). This voucher, due to an error occurring in the previous voucher for the item "Hauling Shoulder Material," shows a credit to the government for $276.19.

It was proposed to apply an oil surface treatment on this project, but due to the surfacing contractor being unable to finish his work until the spring of 1933, only that portion (Sta. 1393+91 to Sta. 1404+15) which was completed during the oiling season of 1932, was oiled. The purpose of this oil treatment was to protect the new macadam through the winter, the plan being to construct a bituminous macadam on the project the following year. Accordingly, for the reason that the project was placed under a bituminous project during the summer of 1933, the usefulness of the oil treatment was eliminated and the treatment was never made on the remaining portion of the project. For these reasons, it is our request that the project be accepted as complete and the final voucher be approved for payment.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 9, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to final voucher for Oregon Federal Aid project No. 117-H, showing a credit of $276.19, and Oregon Emergency Construction Highway project No. E-52-A, submitted in amount of $7,561.39.

The credit from Project 117-H is taken on Project E-52-A, as a previous payment, and the Federal Aid payment is thereby reduced by $276.19. We are recommending the payment of the final voucher on E-52-A in amount of $7,285.20.

Very truly yours,

W. H. LYNCH
District Engineer

8.30

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRH 117-H

POST OFFICE BUILDING
PORTLAND, OREG.

Dec. 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered ~~federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By A. J. Caufield
A. J. Caufield
Highway Engineer

Encls.

Fhyn 8963

Form P. R. 2

State Oregon

Project No. [redacted] 117, Section H

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of October, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 20th day of September, 1933, a project statement, which was approved by the Secretary on the 24th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section H of said project which were recommended for approval by the United States District Engineer on the 9th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixteen thousand, six hundred seven and 80/100

dollars ($16,607.80) as the share of the United States payable under said act on account of Section H of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance

CHARACTER AND METHOD OF CONSTRUCTION

4

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ....from "National Recovery Highway Funds" appropriated by act.... (Include amount, date, and citation of act of legislature by which authorized) approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(*b*) From other sources .....

.....

.....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between ..survey station 1138+00 at the east end of Section C of said project in the S.E. 1/4 of Sec. 2, T. 17 S., R. 1 E., W.M., and survey station 1424+15 at the west end of Section D of said project in the south 1/2 of Sec. 22, T. 16 S., R. 2 E., W.M.,

.....

.....

....., length ..5.001..... miles, in .....Lane..... County, being Section ..E..... of ..Oregon National Recovery Highway..., project No. NRH-117..., consisting of ..4.992..... miles of roadway and ..one..... bridges, each of more than 20 feet clear span, ..0.009..... of a mile in length., known locally as the Doyle Hill - Gate Creek Section of McKenzie Highway, between official control points Eugene and McKenzie Bridge.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

7

8

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of sixteen thousand, six hundred seven and 80/100 dollars ($ 16,607.80), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty thousand, eight hundred seventy-six and 80/100 dollars ($ 20,876.80), the approved total estimated cost of Section E of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payments or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chpa. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

RECEIVED

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8 day of December, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By [signature]

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By [signature]

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By [signature]
Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—3518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2 of said project shall not in any event exceed the sum of sixteen thousand, six hundred seven and 50/100

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. RRH 117-H, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 80,876.80 as the total estimated cost of said project, and the sum of $ 16,607.80 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8 day of December one thousand nine hundred and Thirty-Three

Secretary of Agriculture

By R. H. Wilson
Chief, Bureau of Public Roads.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

September 1, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
SEP 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:-

Reference is made to the agreement estimate dated August 30th submitted for Oregon NRH-117-H.

Our letter of August 9th did not make it definitely clear that in the segregation of roadway and bridge items required on this project the items on the Non-Federal Aid bridge should be classed as roadway items and those on the Federal aid bridge as bridge items.

The estimate has been rewritten in this office, and one copy is enclosed. The cost of the non-participating rock has been pro-rated to obtain the total estimated cost. The pro-ration was based on roadway and bridge lengths.

In preparing estimates for other projects on which similar conditions exist, please make the proper segregation between roadway (including Non-Federal Aid Bridges) and Federal Aid Bridges, and include the cost of essential non-participating items in the total cost.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encls.

August 30, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Doyle Hill-Gate Creek Section, Project No. NRE-117-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

Oregon State Highway Department — National Recovery Highway Project No. [illegible]-117-E

[illegible] GATE CREEK SECTION OF THE

[illegible] HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, August 30, 1933

[illegible] MACADAM WEARING SURFACE, TYPE B-6 (MODIFIED)

Roadwork:

3.0	miles	Preparation of Base	$75.00	$ 375.00
4,200	cu. yds.	Placing Mineral Aggregate	1.15	4,830.00
6,480	yd. mi.	Hauling " "	0.20	1,296.00
289	tons	Asphalt in Place	25.50	7,369.50
45.8	"	Emulsified or Cut-back Asphalt in Seal Coat	25.50	1,167.90
			Sub-total	$15,038.40
			10% Engr. & Cont.	1,503.84
			Total	$16,542.24

Bridges:

20	cu. yds.	Placing Mineral Aggregate	1.15	$ 23.00
30	yd. mi.	Hauling " "	0.20	6.00
1	ton	Asphalt in Place	25.50	25.50
0.2	ton	Emulsified or Cut-back Asphalt in Seal Coat	25.50	5.10
			Sub-total	$ 59.60
			10% Engr. & Cont.	5.96
			Total	$ 65.56

Length of Roadwork	4.982 miles
" " Two Bridges	.019 "
Total length	5.001 "
Cost per mile	$ 3,320.40

National Recovery Highway Funds Requested:

Roadwork	$ 16,542.24
Bridges	65.56
	$ 16,607.80

[illegible] PARTICIPATING ITEMS

Aggregate (Contract No. 1328)

2,470	cu. yds.	2" - 1" Broken Stone in Stockpile	$1.00	(low bid)	$ 2,470.00
550	" "	3/4" - 1/2" " " " "	1.00	" "	550.00
820	" "	1/2" - 1/4" " " " "	1.00	" "	820.00
3,909	yd. mi.	Hauling Broken Stone, Pile Mean.	0.11	" "	[illegible]
					$ 4,269.00

State Funds for Contract Chap. 173, laws 1917; Chap. 31, laws 1920
" " " Maint. Chap. 41, laws 1927.

Oregon State Highway Department

National Recovery
Highway Project No. NRH-117-E

[illegible]—GATE CREEK SECTION OF THE

[illegible] HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, August 30, 1933

BITUMINOUS MACADAM WEARING SURFACE, TYPE B-6 (MODIFIED)

Roadwork:

5.0	miles	Preparation of Base	$75.00	$ 375.00
4,200	cu. yds.	Placing Mineral Aggregate	1.15	4,830.00
6,480	yd. mi.	Hauling " "	0.20	1,296.00
289	tons	Asphalt in Place	25.50	7,369.50
45.8	"	Emulsified or Cut-back Asphalt in Seal Coat	25.50	1,167.80
			Sub-total	$15,038.40
			10% Engr. & Cont.	1,503.84
			Total	$16,542.24

Bridges:

20	cu. yds.	Placing Mineral Aggregate	1.15	$ 23.00
30	yd. mi.	Hauling " "	0.20	6.00
1	ton	Asphalt in Place	25.50	25.50
0.2	ton	Emulsified or Cut-back Asphalt in Seal Coat	25.50	5.10
			Sub-total	$ 59.60
			10% Engr. & Cont.	5.96
			Total	$ 65.56

Length of Roadwork	4.982 miles
" " Two Bridges	.019 "
Total length	5.001 "
Cost per mile	$ 3,320.40

National Recovery Highway Funds Requested:

Roadwork	$ 16,542.24
Bridges	65.56
	$ 16,607.80

NON-PARTICIPATING ITEMS

Aggregate (Contract No. 1328)

2,470	cu. yds.	2" - 1" Broken Stone in Stockpile	$1.00 (low bid)	$ 2,470.00
550	" "	3/4" - 1/2" " " " "	1.00 " "	550.00
820	" "	1/2" - 1/4" " " " "	1.00 " "	820.00
3,900	yds. mi.	Hauling Broken Stone, File Hous.	0.11 " "	429.00
				$ 4,269.00

State Funds for Constr Chap. 173, laws 1917; Chap. 31, laws 1920
" " " Maint Chap. 41, laws 1927.

AUGUST
Twenty-First
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Receipt is acknowledged of your recent letter concerning the Doyle Hill-Gate Creek Section, Project No. 117-H.

The project agreement contemplated the construction of a macadam surface on this section, and the application of an oil mat surface treatment, type O-28, all of which was to be completed in 1932. The delay in completing the macadam surface, however, delayed the oiling, and only 0.193 mile was completed prior to the rainy season, which prohibited any further oiling work until the summer of 1933.

It is now planned to construct a bituminous macadam wearing surface on this project as a National Recovery Highway Project, and for the reason that the purpose of a light oil treatment such as type O-28 is mainly to protect the macadam surface until a heavier oil treatment is made, there would be, accordingly, little value in completing the oiling work contemplated under Project No. 117-H. The completed work on the project shows oil mat surface treatment from Sta. 1392+25.0 to Sta. 1404+15.0 (0.193 miles) and waterbound macadam from Sta. 1138+00 to Sta. 1392+25.0 (4.739 miles), and it is our request to be permitted to final the project, based on these completed types of roadway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 12, 1933

RECEIVED
AUG 14 1933
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our records show that 4.982 miles of crushed rock surfacing was placed on Oregon F.A.P. 117-H, of which only about 0.19 mile has been given the bituminous surface treatment provided for by the project agreement.

As a bituminous macadam surface is to be placed over the entire project with NRH funds, a change in type to agree with the Federal Aid project as constructed should be requested under Regulation 6, Section 10 of the Rules and Regulations. The final voucher for the completed work may then be submitted, and the excess funds now allotted to this project will be released upon its payment.

The request for the change in type should give the lengths of the portion surfaced with crushed rock and the portion which was given a surface treatment, and the stations of the beginning and end of the two sections. We suggest that this request be submitted as soon as possible.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

Post Office Building
Portland, Oregon

OREGON
AUG 13 1933
RECEIVED

August 9, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Plans, specifications and estimate for Oregon NRH-117-H, Doyle Hill-Gate Creek Section of the McKenzie Highway, 5.001 miles of bituminous macadam, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses, mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeograph Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

Summary sheet No. 2 of the plans does not show the quantities for this project. Will you please submit the usual number of copies of revised sheet No. 2 of the plans showing these quantities.

The preliminary estimate dated August 3 does not segregate the roadway and bridge surfacing. It is our present understanding that when surfacing is carried across a bridge built with Federal aid, the cost of surfacing placed on the bridge should be segregated and shown as bridge cost. This is the opposite of the procedure followed when surfacing is carried across bridges constructed without Federal aid, in which cases no segregation is required. It is accordingly requested that the agreement estimate be prepared so as to show separately the roadway and bridge surfacing.

Very truly yours,

W. H. LYNCH
District Engineer.

June 26, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying bituminous macadam specifications for the Doyle Hill-Gate Creek Section, Project No. 117-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/KH

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. [illegible]

[illegible] SECTION OF THE [illegible] HIGHWAY IN [illegible] COUNTY

(Estimate accompanying specifications. Not as basis for project agreements.)

Salem, Oregon, August 3, 1933.

Statement of Completed Work:

Statement of Completed Work to be made upon payment of final voucher.

Bituminous Macadam Wearing Surface, Type B-6 (Modified)

8.0	miles	Preparation of Base	$ 75.00	$ 375.00
4,220	cu.yds.	Placing Mineral Aggregate	1.15	4,853.00
6,510	yd.mi.	Hauling Mineral Aggregate	0.15	976.50
290	tons	Asphalt in Place	24.00	6,960.00
46	tons	Emulsified or Cut-back Asphalt in Seal Coat	26.50	1,219.00
				$ 14,383.50
			10% Engr. & Cont.	1,438.35
				$ 15,821.85

Length of Roadway	4.982 miles
Length of Two Bridges	.019 "
Total Length of Project	5.001 "
Cost per mile	$ 3,163.73

Note: Bituminous Macadam to be constructed across all bridges.

National Recovery Highway Funds Requested $ 15,821.85

NON-PARTICIPATING ITEMS

Aggregate (Contract No. 1328)

8,470	cu. yds.	2" - 1" Broken Stone in Stockpile	$1.00	low bid	$ 8,470.00 (A)
550	" "	3/4" - 1/2" " " " "	1.00	" "	550.00
830	" "	1/2" - 1/4" " " " "	1.00	" "	830.00
3,900	yd. mi.	Hauling Broken Stone, Pile Mean.	0.11	" "	429.00
					$ 4,269.00
			10% Engr. & Cont.		426.90
					$ 4,695.90
					$ 18,652.50
			10% Engr. & Cont.		1,865.25
			Total		20,517.75

Federal Primary Highway
Project No NF H- 117-H

Oregon State Highway Department

~~Federal Public Works~~
~~Highway Project No. 117-H~~

~~POWER HILL-GATE CREEK SECTION OF THE~~
~~McKENZIE HIGHWAY IN LANE COUNTY~~

(Estimate accompanying specifications. Not as basis for project agreements.)

Salem, Oregon, June 26, 1933.

Statement of Completed Work:

Statement of Completed Work to be made upon payment of final voucher.

Bituminous Macadam Wearing Surface, Type B-6 (Modified)

5.0	miles	Preparation of Base	$75.00	$ 375.00
4,220	cu. yds.	Placing Mineral Aggregate	1.15	4,853.00
6,510	yd. mi.	Hauling Mineral Aggregate	0.15	976.50
290	tons	Asphalt in Place	24.00	6,960.00
46	"	Emulsified or Cut-back Asphalt in Seal Coat	26.50	1,219.00
				$ 14,383.50
		10% Engr. & Cont.		1,438.35
				$ 15,821.85

Not Participating Item

Aggregate (Contract No. 1328)

2,470	cu. yds.	2" - 1" Broken Stone in Stockpile	$1.00	low bid	$ 2,470.00
550	" "	3/4" - 1/2" " " " "	1.00	" "	550.00
820	" "	1/2" - 1/4" " " " "	1.00	" "	820.00
3,900	yd. mi.	Hauling Broken Stone, Pile Meas.	0.11	" "	429.00
					$ 4,269.00
		10% Engr. & Cont.			426.90
					$ 4,695.90
					$ 18,652.50
		10% Engr. & Cont.			1,865.25
		Total			$ 20,517.75

Length of Roadway	4.982	miles
Length of Two Bridges	.019	"
Total Length of Project	5.001	"
Cost per mile	$4,102.72	

Note: Bituminous Macadam to be constructed across all bridges.

Federal Primary Highway Funds Required * 15821.85

FUNDS ALLOTMENT

Item	Total Cost	Regular Fed. Aid Funds	Public Works Rev. Funds	State Funds
Bituminous Macadam	$ 15,821.85	$ --	$ 15,821.85	$ --
Aggregate	4,695.90	2,894.55 (61.64%)	--	1,801.35
	$ 20,517.75	$2,894.55	$ 15,821.85	$1,801.35

117-H

January 5, 1933.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of December 12th concerning the quantities for oiling work done on the Doyle Hill-Gate Creek Section, Project No. 117-H. Please be advised that the quantities shown on the final estimate, covering work done to September 1st, are correct and are final quantities, the incorrect quantities appearing on the estimate covering work to August 15th being occasioned by an erroneous segregation.

Mention is made in your letter of the finaling of the oiling contract without completing all of the work contemplated. This procedure was in accordance with the terms of the special provisions of the contract covering this work which provided for discontinuing the work upon September 1st.

In reply to your inquiry regarding the completing of the oiling work on this project, please be advised that it is planned to cover the entire project with a bituminous macadam wearing surface during the coming summer.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

Bough Hill - Butte Creek

POST OFFICE BUILDING
PORTLAND, OREG.

December 12, 1932

RECEIVED
DEC 14 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of the voucher for Oregon Federal Aid Project 117-H, submitted in the amount of $3,027.92.

It is noted that the monthly estimate for Contract No. 1348, which accompanied the voucher, being marked "Final" and signed by the State Highway Engineer, shows that only 0.19 miles of the project has been completed. The length of the project to be oiled under this contract is shown by the project agreement estimate as 4.982 miles.

It is also noted that the quantities on the monthly estimate for this contract covering the work done to August 15, 1932, greatly exceed those shown by the final estimate, as shown below:

Est. to Aug. 15		Est. to Sept. 1
2.4 Miles	Preparation of Base	0.19 miles
420 C.Y.	Placing Mineral Aggregate	3.8 C.Y.
576 Yd.Mi.	Hauling Mineral Aggregate	144 Yd.Mi.
37 Tons	No. 3 Road Oil in Place	2.95 Tons

It therefore appears that one of the estimates is in serious error and that in either case the contractor has been released from the execution of all the work called for in his contract. If this is the case, we should be advised regarding your plans to complete the project.

While the voucher in itself is satisfactory, we are holding it until the matters we have mentioned have been cleared up.

Very truly yours,

W. H. LYNCH
District Engineer

Form 30—3165—5M—2-32.

Form 30—3165—5M—2-32.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED DEC 27 1932 HIGHWAY CO

Date Dec. 24, 1932.

Job name DOYLE HILL-NIMROD

Week from Dec. 17, 1932. *to* Dec. 24, 1932.

Mail address Leaburg, Oregon.

Highway MCK ENZIE 117-1

Telegraph or telephone address Leaburg, Oregon.

County Lane *Job prefix* 20PU

Express and freight address Leaburg, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The road work is going along about the same as usual t is week. The material has been about as good as any we have had from t is quarry.

The contractor is not running to-day and will start again Tuesday morning if his crew returns.

All the men working on this project are Oregon residents and are working an eight hour shift.

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday	Rain & wind	Rain
Monday	Rain	"
Tuesday . . .	"	"
Wednesday . .	"	"
Thursday . . .	Fair	Cloudy
Friday	Rain	Rain
Saturday . . .	Rain	

RECEIVED DEC 27 1932 CONSTRUCTION

Signed Walter M. Ransom

Title Resident Engineer

I ... HIGHWAY DEPARTMENT

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be measured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ..... 14.24 .....

Miles completed ..... 11 .....

Miles partially done ..... 14 .....

Total cubic yards in project ..... 54,000 .....

Cubic yards produced to date ..... 41,262 .....

Average daily yardage produced this week ..... 167 .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 30 ..... *men,*

..... *teams,* ..... 5 ..... *trucks*

Project will be completed about ..... March 31, 1933. .....

Number of men in Engineering Party ..... 4 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage , section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 20PU ..... *Percentage* ..... 100 .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 30—3105—5M—2-32.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
DEC 5 1932
STATE HIGHWAY COMMISSION

Date Dec. 3, 1932. , 193

Job name DOYLE HILL-NIMROD *Week from* Nov. 26, 1932. *to* Dec. 3, 1932.

Mail address Leaburg, Oregon.

Highway MCKENZIE 117 *Telegraph or telephone address* Leaburg, Oregon.

County LANE *Job prefix* 2020 *Express and freight address* Leaburg, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The wet weather has helped materially in maintaining the water bound macadam, but has decreased the out-put of the contractor considerable.

The road seems to be setting good and we haven't used any filler.

The engineering crew has been setting gardes this week.

All the men working on this project are Oregon residents and are working an eight hour shift.

RECEIVED
DEC 5 - 1932
BUREAU OF
CONSTRUCTION & ENGINEERING

Day of Week	WEATHER CONDITIONS A. M.	P. M.
Sunday	Rain	Rain
Monday	Cloudy	Showers
Tuesday	Rain	Rain
Wednesday	Fair	Showers
Thursday	Showers	Showers
Friday	Showers	Misting
Saturday	Fair	Fair

NOTED
H. G. SMITH

Signed Harold D. Ransom

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be measured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 14.24

Miles completed 10

Miles partially done 13

Total cubic yards in project 55,500

Cubic yards produced to date 39,317

Average daily yardage produced this week 171

Average daily yardage necessary to complete on time .....

Contractor's average force for week 30 men,

..... teams, 5 trucks

Project will be completed about Feb. 28, 1933.

Number of men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage by section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 20 PU *Percentage* 100

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 30, 1932

RECEIVED
JUL 1 - 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for execution and return to this office are three copies of modification of agreement for Oregon Federal Aid Project No. 117-H, Doyle Hill-Gate Creek section of the McKenzie Highway.

The oil treatment specified is considered adequate to protect the base and carry traffic for a period of one year. A heavier bituminous treated wearing surface will be required to adequately serve traffic. There has therefore been inserted a special clause in Article III of the project agreement, obligating the Highway Department to undertake the construction of such surfacing within one year after completion of the present improvement.

Also enclosed is one copy each of the approved estimate and specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
Sr. Highway Engineer

Encls.

#1258
Lane Co

PR117H

February 5, 1952

Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the second instant, enclosing copies of notice of claim filed with you on February 2nd by Mercer Steel Company, Inc. against Oscar Jealous, to whom the State Highway Commission awarded the contract for the construction of bridges over Hatchery, Finn and Indian Creeks in Lane County.

Copies of the notice are being forwarded to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

February 5, 1932

Commercial Casualty Insurance Co.,
Geo. D. Hoban, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

We hand you herewith copy of notice of claim filed with the Secretary of State on February 2nd by Mercer Steel Company, Inc., against Oscar Joelson, to whom the State Highway Commission awarded the contract for the construction of bridges over Hatchery, Finn and Indian Creeks on the McKenzie Highway in Lane County.

This information is given you as you appear as surety on the bond of the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

EJ
cc
Oscar Joelson,
429 E. Cass St.,
Roseburg, Ore.

Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
FEB 3 1932
OREGON
STATE HIGHWAY COMMISSION

February 2, 1932

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date, a notice of claim by Mercer Steel Company, Inc. for materials furnished in the amount of $64.13 against the bond taken from Oscar Joelson, principal, and Aetna Casualty & Surety Company, surety, for work on the Indian Creek Culvert on the McKenzie Highway, State Highway Contract No. 1258.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E. Hoss

HM

Secretary of State.

Phone Broadway 8088

MERCER STEEL COMPANY, INC.
Reinforcing Steel and Specialties
194 North Thirteenth Street
Portland, Oregon

February 1, 1932.

Secretary of State,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned, Mercer Steel Company, Inc., an Oregon corporation, has a claim for reinforcing steel furnished in the sum of $84.15 against the bond taken from Oscar Joelson, as principal, and Aetna Casualty & Surety Company, as surety, for the work of constructing bridge #1585, Project 117-H, Contract #1258, McKenzie Highway in Lane County, Oregon, being otherwise known as Indian Creek Culvert.

Very truly yours,

MERCER STEEL COMPANY, INC.

By: H. D. MERCER SECTY.

HDM:P

Endorsed: File No. 1097
Filed February 2, 1932
HAL E. HOSS,
Secretary of State.

#1252

MARYLAND CASUALTY COMPANY

RECEIVED

January 28, 1952

Maryland Casualty Company,
Railway Exchange Building,
Portland, Oregon.

Attention of Mr. C. L. Swain, Manager

Gentlemen:

We are in receipt of your letter of January 18, in which you ask us to send you a copy of notice of acceptance of State Highway Contract No. 1252, which was awarded to Fred Christensen by the State Highway Commission for the grading of the Doyle Hill-Gate Creek Section of the McKenzie Highway in Lane County.

Up to the present time the State Highway Commission has taken no official action in accepting highway contracts; therefore, we cannot furnish you with a copy of the notice of acceptance. However, the date of completion of the contract is considered as the date of acceptance on the part of the State Highway Commission.

In the present instance, the contract was completed on September 1, 1951.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

#1252

...AND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT.

...ESS "MARCASCO"
...ADE ADDRESS REPLY TO WRITER AND QUOTE CAPTION
945 M Contract

HOME OFFICE, - BALTIMORE

OREGON CLAIM DIVISION
C. L. SWAIN, Manager
611 Railway Exchange Building
PORTLAND, OREGON

January 18, 1932

RECEIVED
JAN 26 1932
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

State Highway Cont. #1252
Doyle Hill-Gate Creek,
McKenzie Hwy., Lane County.
Completed by Fred Christensen

Gentlemen:

We assume that the State has passed a formal resolution accepting the work on the McKenzie Highway which was done by Fred Christensen, Inc., for which we wrote bond #219528. We should like to have a copy of the notice of acceptance so that our records may be complete. We enclose a return envelope for your convenience in replying.

Yours very truly,

C. L. SWAIN, Manager

EA
cc Bonding Cl. Div.

CASUALTY INSURANCE AND SURETY BONDS

...For your information we ... amount paid the above contractors in connection with this ... will be $56,813.15 including the final payment. Of this amount $914.95 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1252
Lane Co
PR 117N.

October 27, 1931

Maryland Casualty Company,
Rodgers Hart Banks Company, Agents,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1252 for the construction of the Coyle Hill-Oats Creek Section of the McKenzie Highway in Lane County, consisting of 5.47 miles of grading, has been completed by the contractors, Fred Christensen, Inc. and that final settlement will be made by the State with said contractors for work done under said contract on or after November 6th, 1931.

The State has been advised of one claim against this contract, being that of Lloyd Kady in amount $216.00 for labor. You are advised that the State assumes no responsibility for the above claim or any others which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $56,813.15 including the final payment. Of this amount $914.95 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FORM B-A-1 ... 7-52671 2000 7-51

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS
H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM
C. S. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

PRR 117 N

October 1, 1931.

Mr. W. H. Lynch,
Bureau of Public Roads,
Box 3900
Portland, Oregon

Dear Sir:

That portion of your letter of September 15, with reference to the overrun in excavation for Finn and Hatchery Creek Culverts and Indian Creek Bridge has been referred to this office for reply.

Apparently an error was made in computing the amount of excavation necessary for the Finn and Hatchery Creek Culverts as we find that the actual amount was much larger than the original estimate contemplated. The original estimate was based upon a cross-section at the centerline of the roadway which proved to be the minimum section of excavation necessary for the culverts. The excavation at both ends of each of these culverts was much heavier than on the centerline.

The supplementary price agreement for the construction of a bridge at Indian Creek instead of a culvert, was made from a preliminary estimate before the design was completed. This was due to the fact that we did not wish to spend our time designing the structure until we knew that we could get an agreeable price from the contractor for a bridge. When the design was made it developed that quite a saving could be made in the amount of concrete required. It was necessary, however, to carry one of the footings down somewhat lower than anticipated. This caused an overrun in the amount of excavation.

Very truly yours,

C. S. McCullough
Bridge Engineer

By

W. A. Reeves
Office Engineer

WAR:AP
CC Mr. Klein

PR 117 N

September 23, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Reference is made to your letter of September 15th, regarding several points in connection with the final voucher on Project No. 117-H.

Regarding the overrun in time on the contract covering the Finn and Hatchery Creek culverts and Indian Creek bridge, please be advised that no formal action has been taken by the Commission covering the additional time required. However, an extension has been recommended subject to no engineering penalty, and action by the Commission will no doubt be taken at their next meeting. We will forward to you the papers covering the Commission's action as soon as possible.

With regard to the overruns and underruns occurring on the culverts and bridge, a letter explaining these points is being sent to you by our Bridge Department.

With reference to the third paragraph of your letter regarding the overrun in amount of 12-inch concrete culvert pipe used, this overrun was occasioned partly on account of substituting this size pipe for some of the 18-inch pipe originally contemplated, and, partly for the reason that a large number of summer homes, located adjacent to the highway, required the construction of a greater number of driveway approaches than was contemplated.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer,

Dict. by J. W. Nash/ER.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

September 15, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of final voucher for Oregon Emergency F.A.P. No. 117-H, Doyle Hill- Gate Creek section of the McKenzie Highway.

Before passing this voucher, we like to be advised of the action of the State Highway Commission in connection with the extension of time for the contract covering the Finn and Hatchery Creek culverts and the Indian Creek bridge. This extension is no doubt justified because of the change from culvert structure to bridge at Indian Creek, but we would like to have excerpts from the minutes, covering the extension.

We would also like to be advised of the reason for the overrun in the amount of 12" concrete culvert pipe used. This is no doubt partly accounted for by the underrun in 18" pipe, but even taking this into account, there is still a considerable net overrun in these two sizes of pipe. There is also a considerable overrun in excavation for Finn and Hatchery Creek culverts. Is this due to lowering of the foundation for these structures? The excavation for the Indian Creek Bridge overruns but the Class A concrete underruns. Will you please advise concerning these details also.

This voucher will be recommended for payment in the amount of $11,164.03, which is the amount submitted less $214.45, that being the portion of the engineering and contingencies on which 100% Advance Fund payment is claimed.

Section 11 of the Federal Highway Act (approved Nov. 9, 1921) provides " * * * * ; items included for engineering, inspection, and unforeseen contingencies shall not exceed 10% of the total estimated costs of construction." The definition of the "Ten per cent fund" in Section 1 of Regulation 1 of the Rules and Regulations is identical in meaning. Section 2 of Regulation 16 (projects under Emergency Act of December 20, 1930) provides

that " * * * * and all such projects shall be subject to all provisions of these Rules and Regulations except where the same may be in conflict or inconsistent with this Regulation."

The above mentioned payment is based upon the authorities quoted.

Very truly yours,

W. H. LYNCH
District Engineer

Form 39—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug. 29,1931, 193...

Job name Doyle Hill - Gate Creek

Week from Aug. 22, to Aug. 29

Mail address Box 204, Eugene

Highway McKenzie

Telegraph or telephone address

County Lane Job prefix 20 PR

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Shovel finished work of placing gravell surfacing on Tuesday and has moved off the job.

Contractor has finished grade and ditches and now has a few men trimming up the road and working on the two 18 in siphon pipes which had to be re cemented.

Concrete inteakes and outlets were built this week on the siphons

This job is completed now except for a few days work with three or four men .

RECEIVED
AUG 1 1931
OFFICE OF
DIVISION ENGINEER

NOTED

(See back of this sheet for instructions and detailed information)

Signed A M Libby

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project 5.47

Miles completed 5.47

Miles completed except finishing 0

Total cubic yards in project 106,000

Cubic yards moved to date 106,000

Miles covered by contractor's forces .....

Miles cross-sectioned 5.47

Miles cross-sections completed and checked 4.50

Miles to be remeasured 1.00

Number men in Engineering Party 4

Contractor's average force for week ..... 25 ..... men,

..... teams, ... steam shovels

Grading work will be completed about ..... Sept. 5, 1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

FORM S-S-1 P-20048 500 1-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. CATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

July 28, 1931

Fred Christensen, Inc.
2009 N. Stark Street
Portland, Oregon

File 20 PR

Gentlemen:

Progress to date on your Doyle Hill-Gate Creek grading contract indicates that additional speed will be necessary to complete on time. The specified completion date is August 31, and we are very anxious to see the job finished by that date. As you know, we have federal aid emergency funds available for work completed before September 1, and not thereafter.

I understand you plan to stay on the work north of the city canal until August 15 and then bring your shovel back to finish up other places on the line. Should it be necessary to let any of this job run over August 31, it will be much better for the financing of the job if it is a part of the borrow to be made north of the city canal.

Please check up on your progress about August 10, and unless you can clearly see that all other parts of the job will be finished by August 31, I will ask you to make such changes in your plans or to place such additional equipment on the job as will insure completion by August 31. Your rate of progress the past three months indicates that you would leak some 15,000 or 20,000 yards of finishing. About 85% of your time has elapsed and 62% of the yardage has been moved, according to our figures for July 25.

Please let me hear from you at your earliest convenience.

Very truly yours

E. A. Collier

E. A. Collier
Division Engineer

ZAC:EF
cc R.A.Klein
cc H.W.Libby

#1258
Lane Co
PR 117 H

July 28, 1931

Mr. Chas. Neal,
Vida,
Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 27th inst., advising that Mr. Jocleon has made a satisfactory settlement of your claim against him for sand and gravel, used in connection with the construction of three bridges on the McKenzie Highway in Lane County.

We thank you for this information.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

HBG:AJ

July 28, 1931

Commercial Casualty Insurance Co.,
George B Hoban, Local Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

With further reference to our letter of July 21st, in which we informed you regarding the claim of Chas. Neal against Oscar Joelson, contractor:

Today we received a letter from Mr. Neal, which states that the claim has been paid. A copy of said letter is attached for your further information.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

CC Oscar Joelson,
Tillamook, Ore.

Vale Oregon
July 27 - 1931

Ore. State Highway Comm.
Salem Ore.

Gentlemen.

I have just received a check from Mr Joelson for amount due me for sand and gravel.

Yours Truly
Chas. Neat

RECEIVED
JUL 28 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

July 28, 1931

Mr. Ray A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Recent inspection of Oregon Emergency Federal Aid Project No. 117-E reveals the fact that 84% of the time allowed for completion is occupied while but 68% of the project is completed. At the time of inspection there was very little activity on the project, the one shovel in use by the contractor being on an adjacent section which is not a part of the Federal Aid project.

A great deal of the work has been rough graded but very little finishing has been done. It would seem very practicable and desirable that the finishing crew be increased as soon as possible.

We request that you take the necessary steps to assure completion within the time limit specified in the contract.

Very truly yours,

W. H. LINK
District Engineer

By
L. J. Canfield
Highway Engineer

Highway Engineer

#1252
Lane Co.

July 24, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 23rd instant in which you inclose three certified copies of the notice of claim which has been filed in your office by B. A. Green, Attorney, in behalf of his client Lloyd Kady for labor and services performed in the sum of $216.00 in connection with the contract awarded to Fred Christensen Inc. for the grading of the Doyle Hill-Gate Creek Section of the McKenzie Highway in Lane County, state highway contract, no. 1252.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW

July 24, 1931

Maryland Casualty Company
Railway Exchange Building
Portland, Oregon

Gentlemen:

We hand to you herewith a certified copy of the notice of claim which has been filed in the office of the Secretary of State by Lloyd Kady for services performed in the sum of $216.00 in connection with the grading contract awarded to Fred Christensen, Inc., for the Doyle Hill-Gate Creek Section of the McKenzie Highway in Lane County, contract no. 1252.

This information is given you as you appear as surety on the bond furnished in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

FW
Inc.

cc Fred Christensen, Inc.,
2009 East Stark Street
Portland, Oregon

HOSS
Secretary of State

C. N. LAUGHRIDGE,
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

July 23, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from B. A. Green, Attorney, Portland, Oregon, and filed as of this date a notice of claim by Lloyd Kady for labor and services performed in the sum of $216.00 against the bond taken from Fred Christensen, Inc., principal, and the Maryland Casualty Company, surety, for work on the Doyle Hill-Gate Creek Section of the McKenzie Highway in Lane County.

We are enclosing for your information and files a certified copy of this notice, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

HM

By Edith Libby

COPY

B. A. GREEN
Attorney and Counselor
Suite 1003 Corbett Building
Portland, Oregon
Atwater 3545

July 22, 1931

Secretary of State
Salem, Oregon

Maryland Casualty Company
Railway Exchange Building
Portland, Oregon

Dear Sirs:

Notice is hereby given that the undersigned, Lloyd Kady, has a claim for wages in the sum of $216.00 against the bond taken by Fred Christensen, Inc., a corporation, as principal, and the Maryland Casualty Company as surety, for work, labor and services performed as a truck driver, said work, labor and services being for regular work hours, eight hours per day, and hours in excess of eight hours per day, between the dates of January 26, 1931, up to and including May 23, 1931, for the construction of the McKenzie Highway in Lane County, Doyle Hill-Gate Creek section.

Very truly yours

LLOYD KADY

Endorsed: File No. 958
Filed July 23, 1931
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Lloyd Kady for labor and services furnished in the sum of $216.00 against the bond taken from Fred Christensen, Inc., a corporation, principal, and Maryland Casualty Company, surety, for work performed on the Doyle Hill-Gate Creek section of the McKenzie Highway in Lane County, with the original notice filed in the office of the Secretary of State on July 23, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 23rd day of July, A. D. 19 31.

Hal E Hoss

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Lloyd Kady for labor and services furnished in the sum of $216.00 against the bond taken from Fred Christensen, Inc., a corporation, principal, and Maryland Casualty Company, surety, for work performed on the Doyle Hill-Gate Creek section of the McKenzie Highway in Lane County, with the original notice filed in the office of the Secretary of State on July 23, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 23rd day of July, A. D. 1931.

Hal E Hoss

Secretary of State

STENCIL NO. 124

P1211N.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Oregon Emergency
F.A.P. 117-H

Post Office Building
Portland, Oregon.

July 23, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the Modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. U. Caufield
L. U. Caufield
Highway Engineer

Encl.

Enclosed also is one copy of approved estimate.

Agr 8963

Oregon Emergency Federal Aid Project No. 117, Section H.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 10, 1931, by the State Highway Commission of Oregon, and on March 30, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 117, Section H, now designated as Oregon Emergency Federal Aid Project No. 117, Section H; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates to provide for the construction of a 46 ft. concrete bridge, in place of a box culvert at the crossing of Indian Creek; and by reason thereof has requested that the estimate of cost approved for said Section H be increased from $58,911.60 to $60,809.09; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section H be reduced from $33,972.05 to $30,404.54, and that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be increased from $22,939.55 to $30,404.55;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon, and the Secretary of Agriculture that the plans, specifications and estimates approved

for said Section H be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of thirty thousand, four hundred four and 54/100 dollars ($30,404.54) as the share of the United States payable under said act on account of Section H of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

> "(a) By the State, $30,404.55, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds" shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 1138+00 at the east end of Section G of said project in the S.E.¼ of Sec. 2, T. 17 S., R. 1 E., W.M., and survey station 1404+15 at the west end of Section D of said project, in the S.½ of Sec. 28, T. 16 S., R. 2 E., W.M. (excepting therefrom that portion between survey stations 1203+84.5 and 1204+42.0), terminal points, a distance of 5.992 miles, known locally as the Doyle Hill - Gate Creek Section of the McKenzie Highway (Federal Aid Route No. 5), between Eugene and McKenzie Bridge, Lane County, being Oregon Emergency Federal Aid Project No. 117, Section

H, consisting of 4.982 miles of roadway and one bridge of more than 20 ft. clear span 0.098 of a mile in length."

To Article III shall be added paragraph (e) to read:

"(e) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $56,626.42, Federal Aid $28,313.24; one bridge, approved estimate $4,182.61, Federal Aid $2,091.30."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section H of said project shall not in any event exceed the sum of thirty thousand, four hundred four and 54/100 dollars ($30,404.54), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty thousand, eight hundred nine and 09/100 dollars ($60,809.09), the approved total estimated cost of Section H of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 4th day of June, 1931, and the Secretary of Agriculture on the 9th day of July, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission.

By _____
Member, State Highway Commission.

_____
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 117, Section H.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon. for the construction of a road between survey station 1138+00 at the east end of Section G of said project in the S.E.¼ of Sec. 2, T. 17 S., R. 1 E., W.M., and survey station 1404+15 at the west end of Section D of said project, in the S.½ of Sec. 28, T. 16 S., R. 2 E., W.M. (excepting therefrom that portion between survey stations 1203+84.5 and 1204+42.0), locally known as the Doyle Hill - Gate Creek Section of the McKenzie Highway (Federal Aid Route No. 5), between Eugene and McKenzie Bridge, Lane County, and designated in the records of this Department as Project No. Emergency Federal Aid 117 / Section H, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 60,209.09 in lieu of the $35,972.55 approved by Certificate of Mar. 30, 1931, as the total estimated cost of said project, and the sum of $ 30,404.54 / Section H of authorized federal pro rata share Section H of States, payable under said acts on account of such project, which does not exceed the / ~~50~~ per cent of said total estimated cost.

Done at the city of Washington, this 9th day of July one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

8—4829

#1258
Lane Co.

PR 117 K.

July 21, 1931

Mr. Charles Neal,
Vida,
Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 20th inst., advising us of your claim in the sum of $10.00 against Oscar Joelson for gravel furnished him in connection with his contract for the construction of three bridges on the McKenzie Highway in Lane County.

I am today calling this matter to the attention of the contractor, and his surety on the bond, and feel sure that the matter will be taken care of immediately.

If you do not secure satisfaction in the near future, I would suggest that you take the matter up with his surety, Commercial Casualty Insurance Company, for whom George D. Hoban is local agent with offices in the Wilcox Building, Portland, Oregon. This bond was furnished for the protection of labor and material claims, and for all just dues and debts incurred against the project. It would seem that yours is covered by this bond.

In the event that you do not secure satisfaction from Mr. Joelson, or his surety, you still have recourse to action in the courts and should file notice of your claim with the Secretary of State, in accordance with the provisions of Section 2991, Oregon Laws for 1920, a mimeographed copy of which we enclose for your ready information.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

July 21, 1951

Commercial Casualty Insurance Co.,
George D. Maban, Local Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

Attached hereto is a copy of a letter which we have today received from Charles Neal, in which he advises us that he has a claim against Oscar Joelson in the sum of $10.00 for gravel furnished him in connection with his contract for the construction of three bridges on the McKenzie Highway in Lane County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HEG:AJ

CC Oscar Joelson,
Tillamook, Ore.

Vida Ore.
July 20 - '31

State High-way Commission
Salem, Oregon

Gentlemen.

I have a claim against Oscar Folson for 200 yards of gravel at five cents (.05) per yard used in building culverts and bridges at Hatchery Creek, Finn Creek and Indian Creek on McKenzie Highway.

Yours Truly
Charles Neal

RECEIVED
JUL 21 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

RECEIVED
JUL 2[illegible] 1931
OREGON
STATE HIGHWAY COMMISSION

FORM S-A-1 P-52169 1500 6-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

FF 1258
Lowe

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

July 20, 1931

PR 1177N

IN REPLY PLEASE
REFER TO FILE NO.

Vida Service Station
Vida, Oregon

Attention: R. A. Payne

Dear Sir:

Receipt is acknowledged of your letter of the 17th instant advising of your claim in the sum of $6.11 against Oscar Joelson for supplies and motor fuel furnished him in connection with his contract for the construction of three bridges on the McKenzie Highway near Vida.

Mr. Joelson was in the office this morning and informed me that he had paid this claim and showed me the receipt signed by yourself. Will you kindly confirm this statement?

Very truly yours

STATE HIGHWAY COMMISSION

By H B Glaisyer
Secretary

HBG:W

Mr Joelson ~~He~~ was here Sunday July 19, 1931
and Paid his bill of $6.11
Resp yours
R H Payne
Vida

RECEIVED
JUL 1931
OREGON

#125K

PR 117N.

818 EIGHTH AVENUE EAST

TELEPHONE 1054

EUGENE FOUNDRY AND MACHINE CO.

EUGENE, OREGON

July 20, 1931.

State Highway Commission,
Salem, Ore.

Gentlemen:

With further reference to our letter of the 17th relative to the account of Oscar Joelson, we would advise that he has settled his account with us in full. We thank you for the information advanced in reply to our inquiry.

Very truly yours,

EUGENE FOUNDRY AND MACHINE CO.

BY A. G. Denniston

AGD-D

RECEIVED
JUL 21 1931
OREGON
STATE HIGHWAY COMMISSION

#1258
Lane Co
PR117N

July 20, 1931

Mr. Louis Josephsen
Vida, Oregon

Dear Sir:

Receipt is acknowledged of your letter of the 17th instant inclosing a statement of your claim against Oscar Joelson in the sum of $5.00.

I am calling this matter to Mr. Joelsons' attention today and no doubt you will receive a check within the next few days if you have not already received it. I am not certain from the postscript of your letter whether or not the matter is closed but evidently not or you would not have written.

Mr. Joelson was in the office this morning and stated that this claim was outstanding but that you had refused payment from him. He left his check for $3.00 in the office with instructions to sent it to you but since it is not in the amount of your claim I am returning it to him so that he can send you one in the proper amount.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HBC:W

July 20, 1931

Oscar Joelson
~~Roseburg~~, Oregon
Tillamook

Dear Sir:

I am returning to you herewith your check in the sum of $3.00 in favor of L. Josephson.

Since you were in the office this morning Mr. Josephson's claim has come in through the mail. I am sending you a copy of his letter and also a copy of his claim which you will note is in the sum of $5.00 instead of $3.00. I have acknowledged receipt of his letter and have informed him that if the matter has not already been taken care of you would see that this was done at once.

Very truly yours
STATE HIGHWAY COMMISSION
By
Secretary

HBC:W

22

Claim made by Louis Jos
against Bear Jackson Co

[illegible] on tu
gasolin
washers
7 hrs. fa
steel pr
cement f
1 pa

bel. on

[illegible] and rope and stem you will recognize it at once. Bill enclosed.

ANSWERED H. B. Q.

Yours truly
Louis Josephsen

P.S. When I told the Contractors Brother about the Bill he gave me $5.00 and left it that way. L.J.

Claim made by Louis Josephsen
against Oscar Jackson (Contractor) 1931

Iron tube	$ 4 00
gasoline	.50
washers	.25
7 hrs. labor	3.60
steel brush	.50
Cement file	1 00
1 pail	25
	10 00
Rec. on acct.	5 00
Due	$5.00

and hope and trust you will recognize it at once.
Bill inclosed.

Yours truly
Louis Josephsen

When I told the Contractors mother about the Bill she gave $5.00 and left it that way I.O.U.

Vida. Ore. July

RECEIVED
JUL 20 1931
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Highway Comm.
Bridge Dept.

Owing to the fact that Jackson
& Pratt Contractors for both Culverts
and one Bridge, about a Mile
West of Vida, promised to
leave a Check for me, and did
not do it I hereby present a
small Bill to you, Gentlemen,
and hope and trust you
will recognize it at once.
Bill enclosed.

ANSWERED
H. B. G.

Yours truly
Lewis Josephsen

P.S. When I told the Contractors
Brother about the Bill he gave
me $5.00 and left it that way.
L.J.

#1258
Lane Co
PR 117 N

July 20, 1951

Eugene Foundry and Machine Co.,
Eugene,
Oregon.

Gentlemen:

Reference is made to your claim against Oscar Jessen.

Mr. Jessen was in the office this morning and informed us that he had paid your claim in full and showed us a receipt to that effect.

Will you kindly verify this?

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

MBG:AJ

#1258
Lowe Co
PR 117N

July 20, 1931

Vida Service Station
Vida, Oregon

Attention: R. A. Payne

Dear Sir:

Receipt is acknowledged of your letter of the 17th instant advising of your claim in the sum of $6.11 against Oscar Joelson for supplies and motor fuel furnished him in connection with his contract for the construction of three bridges on the McKenzie Highway near Vida.

Mr. Joelson was in the office this morning and informed me that he had paid this claim and showed me the receipt signed by yourself. Will you kindly confirm this statement?

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HBG:W

Vida Oregon

July 17. 1931

The Oregon State Highway Commission.
Salem, Oregon.
Dear Sirs:-

I have a bill of six and 11/100 dollars ($6.11) for supplies and motor fuel used on the Indian, Finn and Hatchery Creeks job. that was left unpaid by Oscar Joelson.

Yours very truly
Vida Service Station.
R. H. Payne. prop.

RECEIVED
JUL 30 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

#1258
Lane Co.

EUGENE FOUNDRY AND MACHINE CO. PRINT:

July 18, 1931

Eugene Foundry and Machine Co.,
Eugene,
Oregon.

Attention of Mr. A. G. Dennistom.

Gentlemen:

Replying to yours of the 17th inst., concerning the contract awarded to Oscar Joelson for the construction of bridges over Hatchery, Finn and Indian Creeks on the McKenzie Highway in Lane County:

Mr. Joelson was required to furnish the State with a surety bond for the protection of claims incurred against this project. This bond is offered to you for the protection of your claim. It was written by the Commercial Casualty Insurance Company for whom George D. Hoben is local agent, with offices in the Wilcox Building, Portland, Oregon. I would suggest that you take up the matter of your claim with the surety company. If you do not secure satisfaction by so doing, you still have recourse to action in the courts, and you should file notice of your claim with the Secretary of State, in accordance with the provisions of Section 2991, Oregon Laws for 1920, a mimeographed copy of which we enclose for your information.

The contract, above referred to, is State Highway Contract No. 1256.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

#125

TELEPHONE 1021

EUGENE FOUNDRY AND MACHINE CO.

EUGENE, OREGON July 17, 1931.

State Highway Commission,
Salem, Ore.

Gentlemen:

We are informed that Oscar Joelson has funds due him from you under contracts on the Hatchery, Indian Creek and Finn Creek bridges on the McKenzie Highway. He owes us for work done on one of these jobs and we would like to know what we must do to have you withhold the amount of our account.

May we hear from you at once.

Very truly yours,

EUGENE FOUNDRY AND MACHINE CO.

BY A. G. Denniston

AGD-D

RECEIVED
JUL 18 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G:

#1252

PR 117 W.

June 30, 1931

Mr. R. L. Green
Attorney and Counselor
Suite 1005 Corbett Building
Portland, Oregon

Dear Sir:

Responding to your request of the 19th instant I am handing you herewith a certified copy of the contract executed by the State Highway Commission to Fred Christensen Inc. for the grading of the Doyle Hill-Gate Creek Section of the McKenzie Highway in Lane County, state highway contract 1252.

This letter is also to acknowledge receipt of the affidavit of claim of Loyd Eady, which accompanied your letter.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HBG:W
Inc.

June 20, 1931

Maryland Casualty Company
Rogers Hart Banks Company, Agents
Railway Exchange Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of an affidavit of claim which has today been filed in this office by B. A. Green, Attorney of Portland, it being that of Loyd Kady for labor and services performed for Fred Christensen Inc. in connection with the contract awarded to Mr. Christensen for the grading of the Doyle Hill-Gate Creek Section of the McKenzie Highway in Lane County, state highway contract no. 1252.

This information is given you as you appear as surety on the bond furnished by Mr. Christensen in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W
Inc.

cc Fred Christensen Inc.
157 East 34th Steet
Portland, Oregon

#125

B. A. GREEN
ATTORNEY AND COUNSELOR
SUITE 1005 CORBETT BUILDING
PORTLAND, OREGON
ATWATER 3846

June 19, 1931

State Highway Commission
Salem, Oregon

Dear Sirs:

Enclosed herewith find affidavit of Lloyd Kady, who was employed on the McKenzie River Highway on the Doyle Hill to Gate Creek project. I should be pleased to receive a certified copy of the contract and bond of Fred Christenson covering this project.

Very truly yours
B. A. Green

JR:BM

RECEIVED
JUN 20 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, Lloyd Kady, being first duly sworn depose and say that I was employed by Fred Christensen as a laborer at the rate of 60¢ per hour and that I performed work, labor and services on behalf of said Fred Christensen on the McKenzie River Highway on the Doyle Hill to Gate Creek project; that I performed work in work in excess of eight hours per day, and that I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractor on said state work; that there is due and owing me the sum of approximately $200.00 for said work, labor and services; that I have made demand upon said contractor for said sum, but he has failed and refused to pay; that I make this affidavit to secure a certified copy of the bond and contract of Fred Christensen from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Lloyd Kady.

Subscribed and sworn to before me this 18th day of June, 1931.

Karl Ross

Notary Public for Oregon

My commission expires
March 6, 1932

B. A. GREEN
ATTORNEY AT LAW
CORBETT BUILDING
PORTLAND, OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

NEW POST OFFICE BUILDING
PORTLAND, OREGON

PR 117N.

June 6, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

We are returning herewith four copies of Federal Aid voucher covering the Doyle Hill-Gate Creek Section, Emergency Project No. 117-E. This voucher has been corrected in accordance with your letter of June 3rd and is now being submitted for the amount of $8,893.37, instead of the amount shown on the previous voucher of $8,559.35.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

$593.37
535-93
5-34.02

Mct. - J. W. Nash/WC

E-368

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

June 3, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the voucher on Oregon Emergency Federal Aid Project No. 117-H, in the sum of $8,359.35.

The percentage distribution of funds on this voucher is shown as follows:

Post Roads	61%
Advance Funds	37%

Our letter of May 22, 1931, shows the following allotment of funds.

Post Roads	50%
Advance Funds	50%

We are returning all copies of the voucher. Please correct this voucher to claim 50% Emergency Advance Funds and 50% Post Road funds.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

RECEIVED
JUN 4 1931
OREGON
STATE HIGHWAY COMMISSION

PP 117-H

May 2, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement, covering the Doyle Hill-Gate Creek Section, Project No. 117-H. We are likewise enclosing three copies of supplemental agreement covering the construction of a concrete bridge over Indian Creek, instead of the concrete culvert as originally contemplated.

For your information in checking this estimate, please be advised that in proportioning the item of removal of old bridges and maintaining traffic during the construction of the culverts and bridges at Finn, Hatchery and Indian Creeks, which was bid on a lump sum basis for the amount of $200.00, we have computed, using the lengths of the original structures as 25 feet, 18 feet and 45 feet respectively, that the cost per lineal foot is $2.381, and we have proportioned this item in accordance with those lengths.

Very truly yours,

ROY A. KLEEN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Emergency Project No. 117-E.

ROCK MILL-GATE CREEK SECTION

OF THE MCKENZIE HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on contract prices.)

Salem, Oregon, April 28, 1931.

Grading

All Required		Clearing and Grubbing		2nd low bid	$ 3,800.00
66,000	cu. yds.	Common Excavation	$ .20	" " "	13,200.00
19,000	" "	Solid Rock "	.80	" " "	15,200.00
80,000	yd. sta.	Overhaul	.02	" " "	1,600.00
9,460	yd. mi.	Trunk Haul	.19	" " "	1,798.00
4	cu. yds.	Class "A" Concrete	40.00	" " "	160.00
100	lin. ft.	18" Concrete Siphon Pipe	2.00	" " "	200.00
200	" "	12" " Culvert Pipe	1.40	" " "	280.00
1,100	" "	10" " " "	2.50	" " "	2,750.00
70	" "	24" " " "	3.50	" " "	245.00
70	" "	20" " " "	3.00	" " "	210.00
80	" "	36" " " "	7.00	" " "	560.00
40		30" Corr. Galv. Iron Pipe	5.00	" " "	200.00
					$46,718.00

Pine and Hatchery Creek Culverts

85	cu. yds.	Excavation	2.00	Low Bid	$ 170.00
160	" "	Class "A" Concrete	22.00	" "	3,520.00
19,500	lbs.	Metal Reinforcement	.05	" "	975.00
All Required		Remove old bridges and maint. traffic		" "	97.62
					$ 4,762.62
		Sub-total, Roadway			$51,478.62
		10% Engr. & Cont.			5,147.86
		Total, Roadway			$56,626.48

Indian Creek Bridge

80	cu. yds.	Excavation	2.00	(Agreed)	$ 160.00
110	" "	Class "A" Concrete	20.00	"	2,200.00
19,600	lbs.	Metal Reinforcement	.05	"	980.00
100	lin. ft.	Concrete Handrail	4.00	"	400.00
All Required		Remove old Bridge and Maint. Traffic		"	102.38
		Sub-total			$ 3,801.38
		10% Engr. & Cont.			380.23
		Total, Roadway			$ 4,182.61

Length of Project, excluding bridges — 4.942 miles
Length of Indian Cr. Bridge — 480 feet
Length of 1 Bridge (non-Participating) — 578 "

103.6 feet — .019 "

Length of Project, including bridges — 5.001 "

Cost per mile, $11,364.21

Estimated percentage of work to be completed on Sept. 1, 1951 - 100%.

SUMMARY

Item	Total Cost	External Aid	Treasurer Advance Funds	State Funds
Roadway	$58,938.48	$34,550.02 (61.013+%)	$22,999.86 (37.021+%)	$1,106.60
Indian Cr. Br.	4,180.61	2,602.83 (61.23%)	1,572.78	--
	$60,000.00	$37,152.85	$22,549.64	$1,106.60

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

April 24, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

117-H

Dear Sir:

Receipt is acknowledge of plans covering the proposed bridge over Indian Creek, Oregon F.A.P. No. 117-I. This bridge is to be used in place of the 6 x 6 culvert originally proposed.

Before we can forward this plan for approval it will be necessary that we be furnished with the necessary copies of special provisions covering the construction, special agreement with the contractor, and revised estimates.

Very truly yours,

W. H. LYNCH
District Engineer

April 24, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledge of plans covering the proposed bridge over Indian Creek, Oregon F.A.P. No. 117-I. This bridge is to be used in place of the 8 x 6 culvert originally proposed.

Before we can forward this plan for approval it will be necessary that we be furnished with the necessary copies of special provisions covering the construction, special agreement with the contractor, and revised estimates.

Very truly yours,

W. H. LYNCH
District Engineer

Agr 8963

Form P. R. 2

EMERGENCY

FEDERAL AID

State Oregon

Project No. 117, Section H

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—6618

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of March, 31

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of September, 19[illegible], a project statement, which was approved by the Secretary on the 24th day of October, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 14th day of January 1931, and approved by the Secretary on the 30th day of March, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, nine hundred seventy-two and 05/100

dollars ($35,972.05) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State $22,939.55, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds" shall be met from State funds

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the county ..... of .....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

available to the State Highway Department under Chap. 175, Laws 1917, Chap. 31, Laws 1920.

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 1139/00 at the east end of Section C of said project in the S.E. ¼ Sec. 2, T.17 S., R. 1 E., W.M., and survey station 1404/15 at the west end of Section D of said project, in the S. ½ of Sec. 28, T. 16 S., R. 2 E., W. M., (excepting therefrom that portion between survey stations 1203/84.5 and 1204/42.0),

..... terminal points, a distance of 4.220 miles, known locally as the Doyle Hill-Gate Creek Section of the McKenzie Highway, Federal Aid Route No. 5, between Eugene and McKenzie Bridge, Lane County, being Oregon Emergency Federal Aid Project 117, Section H.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 560 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act.

(c) The Highway Department hereby agrees that, within a reasonable time after the completion of the improvement contemplated under this agreement, it will use every means at its command to place or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(d) It is mutually agreed that the existing structure between survey stations 1203/84.6 and 1204/42.0 shall be subject to inspection and approval by the Secretary or his authorized agents, and that if in the judgment of the Secretary of his authorized agents, such structure requires repairs or reconstruction it will be repaired or reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of **thirty-five thousand, nine hundred seventy-two and 05/100** dollars ($ **35,972.05**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **fifty-eight thousand, nine hundred eleven and 60/100** dollars ($ **58,911.60**), the approved total estimated cost of said project.

Section H of

8-5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ..... $22,939.55, which may be provided in whole or in part from the State's appropriation of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 560 - 71st Cong.), and any part thereof not provided from

(Include amount, date, and citation of act of legislature by which authorized)

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ----------

upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ----------

STRICKEN OUT

---------- (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ---------- (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ----------

---------- State Treasurer ---------- (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ---------- Oregon ---------- (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: --- Chap. 41, Laws of 1927. ----------

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ---------- upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: ----------

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the ---------- upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ----------

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ----------

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 30th day of March, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By [signature]
Chairman, State Highway Commission

By [signature]
Member, State Highway Commission

[SEAL]

By ----------
Member, State Highway Commission.

By ----------
(Title of officer)

By ----------
(Title of officer)

[SEAL]

Attest: [signature]
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 1138/00 at the east end of Section C of said project in the S.E.¼ Sec. 8, T.17 S., R. 1 E., W.M. and survey station 1404/15 at the west end of Section D of said project in the S. ½ of Sec. 28, T.16 S, R. 2 E., W.M., (excepting therefrom that portion between survey stations 1305/84.5 & 1304/42.0) locally known as the Doyle Hill-Gate Creek Section of the McKenzie Highway, Federal Aid Route No. 5, between Eugene and McKenzie Bridge, Lane County and designated in the records of this Department as Project No. Emergency Federal Aid Section H 117, /, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 58,911.60 as the total estimated cost of Section H of said project, and the sum of $ 35,972.05 as the share of the United States, payable under said acts on account of Section H such project, which does not exceed the authorized Federal pro rata share per cent of said total estimated cost.

Done at the city of Washington, this 30th day of March one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans

Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4839

Carb

PR 117-H

March 11, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed three signed copies of project agreement for the Doyle Hill-Gate Creek Section, Project No. 117-H.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By
Assistant Engineer

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Stencil #46A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

In reply please refer to File No. Ore. Emergency F.A.P. 117-H

New Post Office Bldg.,
Portland, Oregon

March 2, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith three copies of proposed Project Agreement, [redacted] for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer.

Encls.

RECEIVED
OREGON

00 00 PR 1174

February 9, 1931

County Court of Lane County

Eugene, Oregon

Gentlemen:

We hand to you herewith certified copies of the following contracts:

Contract #1258 for the construction of bridges over Hatchery, Finn & Indian Creeks on the McKenzie Highway near Vida.

Contract #1260 for the construction of six bridges on the Ten Mile-China Creek Section of the Roosevelt Coast Highway near Yachats.

Contract #1252 for the grading of the Doyle Hill-Gate Creek Section of the McKenzie Highway.

Contract #1233 for the grading of the Lincoln County Line-China Creek Section of the Roosevelt Coast Highway. North Unit.

Contract #1238 for the grading of the Lincoln County Line-China Creek Section of the Roosevelt Coast Highway. South Unit.

Contract #1234 for the surfacing of the Hendricks-Bridge-Doyle Hill Section of the McKenzie Highway.

These certified copies of the above contracts are being sent you as you are cooperating in the cost of their construction.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

PR 117H

February 5, 1951

Fred Christensen, Inc.
167 E. 54th Street
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Doyle Hill-Gate Creek Section of the McKenzie Highway in Lane County.

Very truly yours
STATE HIGHWAY COMMISSION
By
Secretary

FW

Inc.

FA 117 N

Form 39—E-18160—1500—9-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job name G Doyle Hill - Gate Creek

Highway McKenzie

County Lane *Job prefix* 30 FR

Date Jan. 31,1931, *193*

Week from Jan. 24 *to* Jan. 31

Mail address Box 304, Eugene

Telegraph or telephone address

Express and freight address

RECEIVED FEB 2 1931 OFFICE OF DIVISION ENGINEER

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This job started on Thursday with 8 men clearing right of way and 4 men unloading shovel at Natron. Shovel is new Thew - Lorain 75 B - 1¼ yard. On Friday shovel was moved to about sta 620 on the Hendrick's Bridge - Doyle Hill job and it was expected to get it onthis job today.

The superintendent is Tom Foley who has worked on Highway work in this State before . I knew him at Brookings where he was superintendent for Bauers and Bauers on Unit no.1,Pistol River -Brookings, in 1926.

Clearing crew is working between Ward Bridge and the Dam. Shovel will start work on this section beginning above the dam and working west until solid rock in this section is all out when shovel will move on other rock Section around the Finn Grade.

Contractor will have headquarters at Millican's store having rented the cabins there.

Engineering party have run revision around the Finn Grade and Goodpasture's and I expect to send maps to Salem today.

I have made an appointment with Mr. Olsen of the Forest Service to go over the line with him Monday to check amount of telephone line to be moved.

(See back of this sheet for instructions and detailed information.)

Signed M R Libby

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project ..... 5.47 .....

Miles completed ..... 0 .....

Miles completed except finishing ..... 0 .....

Total cubic yards in project ..... 106,000 .....

Cubic yards moved to date ..... 0 .....

Miles covered by contractor's forces .....

Miles cross-sectioned ..... 1.0 .....

Miles cross-sections completed and checked ..... 0 .....

Miles to be remeasured .....

Number men in Engineering Party ..... 2.0 .....

Contractor's average force for week ..... 4 ..... men,

..... 12 ..... teams, ... steam shovels

Grading work will be completed about ..... Aug. 31, 1931 .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

PR 117 H

January 22, 1951.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Doyle Hill-Gate Creek Section, Project No. 117-H. This estimate is based on second low bid prices, but the amount of federal aid requested, and likewise the amount requested from Government Emergency Advances Funds, has been computed on the low bid prices.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HH.

encl.

Oregon State Highway Department

Project No. 119-E

POOLE HILL-GATE CREEK SECTION

OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon. January 21, 1931.

Grading

All Required			Clearing and Grubbing	End	low bid 5,500.00
66,000 cu. yds.			Common Excavation	$0.30	" " 19,800.00
19,000 " "			Solid Rock "	0.80	" " 15,200.00
60,000 yds. stas.			Overhaul	0.02	" " 1,200.00
9,400 yds. mi.			Truck Haul	0.18	" " 1,692.00
4 cu. yds.			Class "A" Concrete	40.00	" " 160.00
100 lin. ft.			18" Concrete Siphon Pipe	2.50	" " 250.00
200 " "			12" " Culvert "	1.40	" " 280.00
1,100 " "			18" " " "	2.60	" " 2,750.00
70 " "			24" " " "	3.60	" " 245.00
70 " "			30" " " "	5.80	" " 315.00
80 " "			36" " " "	7.00	" " 560.00
40 " "			30" Corr. Galv. Iron Pipe	5.00	" " 200.00
					$43,716.00

Concrete Culverts

115 cu. yds.	Excavation	2.00	low bid	$ 230.00
230 cu. yds.	Class "A" Concrete	22.00	" "	5,060.00
27,000 lbs.	Metal Reinforcement	0.05	" "	1,350.00
All Required	Remove old bridge & maintain traffic		" "	200.00
				$ 6,840.00

	Sub-total	$50,556.00
	10% Engr. and Cont.	5,355.00
	Total	$55,911.00

Length of Project, excluding bridge 4.[illegible] miles
Length of 1 bridge (non-participating) 57.5 ft. .011 "
Length of Project, including bridge 5.001 "
Cost per mile $11,805.98

Amount requested from Federal Aid Funds $55,972.05 (61.0015)
Amount requested from Govt. Emergency Advance Funds 21,832.95
State Funds 1,106.80
$55,911.00

State funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.
State funds for Maintenance: Chapter 41, Laws 1927.

PR 117 H

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

POST OFFICE BUILDING
PORTLAND, OREG.

January 15, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today recommending for approval the plans, specifications and estimate covering Oregon Emergency Federal Aid Project No. 117, section H, the bids for which were opened today.

This is also to advise you of our concurrence, today, in the award of contract, to Fred Christensen, Portland, Oregon, who submitted the low bid on the second alternate on the grading contract, and also to Oscar Joelson, Roseburg, Oregon who submitted the low bid on the culverts.

Yours very truly,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Senior Highway Engineer

PR 117H

Jan. 12, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate and five bid proposals to accompany the plans for the grading of the Doyle Hill-Gate Creek Section, Project No. 117-H. Five sets of blueprint plans and one set of original cross-sections are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl. --

Oregon State Highway Department — Project No. 117-E

DOYLE HILL--GATE CREEK SECTION

OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, January 2, 1931.

Grading

All Required	Clearing and Grubbing	$		$4,800.00
66,000 cu. yds.	Common Excavation		0.35	23,100.00
10,000 cu. yds.	Solid Rock Excavation		0.90	17,100.00
30,000 yd. stas.	Overhaul		0.02	1,800.00
9,460 yd. mi.	Truck Haul		0.25	2,350.00
4 cu. yds.	Class "A" Concrete		25.00	100.00
100 lin. ft.	18" Concrete Siphon Pipe		3.00	300.00
200 lin. ft.	18" Concrete Culvert Pipe		1.25	250.00
1,100 lin. ft.	18" Concrete Culvert Pipe		2.25	2,475.00
70 lin. ft.	24" Concrete Culvert Pipe		3.50	245.00
70 lin. ft.	30" Concrete Culvert Pipe		5.00	350.00
80 lin. ft.	36" Concrete Culvert Pipe		7.00	560.00
40 lin. ft.	30" Corr. Galv. Iron Pipe		5.00	200.00
				$ 53,130.00

Concrete Culverts

115 cu. yds.	Excavation		2.00	$ 230.00
250 cu. yds.	Class "A" Concrete		20.00	4,600.00
27,000 lbs.	Metal Reinforcement		0.05	1,350.00
All Required	Remove old Br. and Maintain Traffic		600.00	600.00
				$ 6,780.00
		Sub-total		$ 59,910.00
		10% Engr. & Cont.		5,991.00
		Total.....		$ 65,901.00

Length of project, exclusive bridge..... 4.900 miles
Length of 1 bridge (non-participating) 87.5 ft..... .031 "
Length of project, including bridge..... 5.001 "
Cost per mile, $13,177.56

Amount requested from Federal Aid funds.....$ 41,010.19
Amount requested from Government Emergency Advance funds..... 24,890.81

$65,901.00

Form 33—E-18160—1500—9-30.

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

PR 117 H

FIELD ENGINEER'S WEEKLY REPORT

Job name: Gate Creek - Doyle Hill

Date: Jan 10, 1931, 193...

Week from: Jan 5 to: Jan 10

Mail address: Box 204, Eugene

Highway: McKenzie

Telegraph or telephone address:

County: Lane Job prefix: 20 VV

Express and freight address:

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party has continued taking cross sections and running levels.

Levels are run to sta 1625.

Will probably get about all the field work on this job complete the coming week

RECEIVED
JAN 12 1931
OFFICE OF
DIVISION ENGINEER

(See back of this sheet for instructions and detailed information.)

Signed: A M Fiddy

Title: Asst. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

CONTRACT #1254,

PR 163-B Bear Springs-White River 1931
Summit, Surf.

1254

PR 163-B Bear Springs-White River 1931
Summit, Surf.
1254

163-B

July 30, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

We are inclosing herewith the following papers in connection with the finaling of the Bear Creek-Wapinitia Section, Project No. 163-B:

Six copies of substitute estimate based on contract prices
Six copies of substitute estimate computed on low bid schedule
Four copies of final voucher in the amount of $13,696.23

Under separate cover we are sending five blueprint copies of Sheet No. 2 of the plans, which sheet has been revised to show the typical cross-section for that portion of the project on which an oil mat surface treatment was applied, this work being set forth in the substitute estimate and final voucher as "Type I Roadway" while the section on which bituminous macadam was constructed has been shown as "Type II Roadway".

The emergency funds shown in the summary of the voucher for each of the two types of roadway involved has been computed on the assumption that all work on the Type I Roadway was completed on August 31 but that no emergency funds are being collected on the oiling work done on that section.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

13696.23
8263.38
5432.85

J 590

Dict. by J. W. Nash/EK
Incls.

Hallenbeg:- This voucher supersedes the one sent previously, for the amount of $8263.38 JRON

Oregon State Highway Department. Project No. 163-B.

NEAR SHEDDEN-HAZELDELL SECTION

OF THE HAZELDELL HIGHWAY IN LINN COUNTY

(Substitute estimate for vouchering. Based on contract prices.)

Salem, Oregon, July 27, 1928.

Item I Roadway (Sta. 1320+12.1 to Sta. 1286+00)

4,000	cu. yds.	Common Excavation	$0.50	(2nd low bid)	$ 2,000.00
600	" "	Solid Rock Excavation	1.75	" " "	1,050.00
3,000	yds. sta.	Overhaul	0.02	" " "	60.00
750	yds. mi.	Truck Haul	0.20	" " "	150.00
100	lin. ft.	12" Corr. Galv. Iron Pipe	1.75	" " "	175.00
80	" "	18" " " " "	2.75	" " "	220.00
50	" "	24" " " " "	3.75	" " "	187.50
98	" "	12" Concrete Pipe	1.75	" " "	122.50
30	" "	18" " "	2.75	" " "	82.50
30	" "	24" " "	4.00	" " "	120.00
1,000	cu. yds.	Run-of-bank Gravel Shldrs.	1.25	" " "	1,250.00
2,458	" "	Coarse Broken Stone in Surf.	2.30	" " "	5,653.00
450	" "	Key Materials in Surf.	2.70	" " "	1,215.00
590	" "	Screenings in Surfacing	2.70	" " "	1,593.00
900	" "	Filler	0.30	" " "	270.00
2,100	" "	Filler Haul	0.18	" " "	378.00
21,000	sq. yds.	Oil Treatment	0.16	(Estimated)	3,360.00

Sub-total (Type I Roadway) $17,760.50
10% Engr. & Cont. 1,776.05

Total (Type I Roadway)..... $19,536.55

Item II Roadway (Sta. 690+11.5 to Sta. 1286+00.1

23,000	cu. yds.	Common Excavation	$0.50	(2nd low bid)	$11,500.00
3,400	" "	Solid Rock Excavation	1.75	" " "	5,950.00
17,000	yds. sta.	Overhaul	0.02	" " "	340.00
4,250	yds. mi.	Truck Haul	0.20	" " "	850.00
60	lin. ft.	12" Corr. Galv. Iron Pipe	1.75	" " "	105.00
80	" "	18" " " " "	2.75	" " "	110.00
100	" "	24" " " " "	3.75	" " "	375.00
30	" "	36" " " " "	6.00	" " "	180.00
5,700	cu. yds.	Run-of-bank Gravel Shldrs.	1.25	" " "	7,125.00
13,900	" "	Coarse Broken Stone in Surf.	2.30	" " "	31,970.00
2,950	" "	Intermediate Sr. Stone in Surfacing	2.70	(Agreed)	7,965.00

3,080	Sq. Yds.	Lay materials in Surfacing	$2.70	(2nd low bid)	$ 8,316.00
3,210	" "	Screenings in Surfacing	2.70	" " "	8,667.00
260	" "	1/8" - 0" Matls. in Surf.	0.30	(Agreed)	78.00
1,600	Sq. Yds.	Hauling 1/8" - 0" Matls.	0.18	"	288.00
2,600	Cu. Yds.	Filler	0.30	(2nd low bid)	780.00
6,100	Sq. Yds.	Filler Haul	0.18	" " "	1,098.00
1,190	Tons	Asphalt in Place	30.00	(Agreed)	35,700.00
				Sub-total (Type II)	$120,041.00
				10% Engr. & Cont.	12,004.10
				Total (Type II Roadway).....	$132,045.10
				Total Roadway.....	$137,801.50

Length Type I Roadway 1.977 miles
" Type I[1] " 11.274 "
" 1 Bridge (Non-Partic) 0.014 "
" of Project, Gross 13.265 "

Cost per mile
Type I $9,881.91
Type II $11,712.35

[redacted] Section-Nantucket Section

Project No. 161-2

Low Bid Schedule

Item I Roadway

4,000	cu. yds.	Common Excavation	$0.40	(low bid)		$ 1,600.00
600	" "	Solid Rock Excavation	1.10	"	"	660.00
3,000	yd. sta.	Overhaul	0.03	"	"	90.00
750	yd. Mi.	Truck Haul	0.18	"	"	135.00
100	lin. ft.	12" Corr. Galv. Iron Pipe	1.30	"	"	130.00
80	" "	18" " " " "	2.10	"	"	168.00
50	" "	24" " " " "	2.75	"	"	137.50
70	" "	12" Concrete Pipe	1.43	"	"	100.10
30	" "	18" " "	2.31	"	"	69.30
30	" "	24" " "	3.02	"	"	90.60
1,000	cu. yds.	Run-of-bank Gravel Shoulders	1.10	"	"	1,100.00
2,450	" "	Coarse Broken Stone in Surf.	2.55	"	"	6,247.50
450	" "	Key materials in Surf.	2.55	"	"	1,147.50
550	" "	Screenings in Surf.	2.55	"	"	1,402.50
900	" "	Filler	0.25	"	"	225.00
2,100	" "	Filler Haul	0.14	"	"	294.00
21,000	sq. yds.	Oil Treatment	0.16	(Estimated)		1,360.00

Sub-total.....$16,957.00
10% Engr. & Cont.....1,695.70

Total Type I (Low Bid).....$18,652.70

Item II Roadway

23,000	cu. yds.	Common Excavation	$0.40	(low bid)		$ 9,200.00
3,400	" "	Solid Rock Excavation	1.10	"	"	3,740.00
17,000	yd. sta.	Overhaul	0.03	"	"	510.00
4,250	yd. mi.	Truck Haul	0.18	"	"	765.00
60	lin. ft.	12" Corr. Galv. Iron Pipe	1.30	"	"	78.00
40	" "	18" " " " "	2.10	"	"	84.00
100	" "	24" " " " "	2.75	"	"	275.00
30	" "	36" " " " "	5.25	"	"	157.50
5,700	cu. yds.	Run-of-bank Gravel Shoulders	1.10	"	"	6,270.00
13,900	" "	Coarse Broken Stone in Surf.	2.55	"	"	35,445.00
2,950	" "	Intermediate Br. Stone in Surf.	2.55	(Estimated)		7,522.50
3,020	" "	Key Materials in Surfacing	2.55	(low bid)		7,701.00
3,210	" "	Screenings in Surfacing	2.55	"	"	8,185.50

200	Sq. yds.	1/2" - 0" Matls. in Surfacing	$0.25	(Estimated)	$ 70.00
1,600	Cu. Yds.	Rolling 1/2" - 0" Materials	0.14	"	224.00
2,400	Sq. yds.	Filler	0.25	(low bid)	600.00
6,100	Cu. Yds.	Filler Seal	0.14	" "	854.00
1,150	Tons	Asphalt in Place	30.00	(Estimated)	34,500.00

Sub-total.....$116,238.50
10% Engr. & Cont.....11,623.15

Total Type II (Low Bid).....$127,861.65

163-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

July 2, 1932

RECEIVED
JUL [illegible] 1932
STATE [illegible]

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith four copies of the final voucher for Oregon Federal Aid Project No. 163-B submitted in the amount of $8,263.38.

According to our records two miles on the east end of this project from Sta. 1390+42 to Sta. 1286+00 were constructed under the original specifications, which provided for waterbound crushed stone macadam with a bituminous surface treatment. Due to the lack of water for sprinkling, a crushed rock bituminous macadam was constructed over the remainder of the project.

As there are now two different types of surface on this project, it will be necessary to show the costs separately on the final voucher. It will also be necessary to submit a substitute estimate for the purpose of auditing vouchers showing the estimated cost of the different types separately and the usual number of revised typical section sheets.

When Mr. Nash was in this office recently, it was decided that the State could not claim Federal Aid on the oiling of the eastern two miles of this project by State Forces. This matter has been given further consideration, and it is now believed that although the total cost upon which Federal Aid is based would exceed the amount mentioned in the project agreement, due to the fact that 50% rather than 62.23% was paid upon the emergency portions of the project, a final voucher claiming Federal Aid for the oiling may be submitted in an amount which does not exceed the Federal Aid shown in the project agreement. If you wish to claim Federal Aid on the oiling, the substitute estimate should include this portion of the work.

We are also returning all copies of final voucher for Oregon F.A.P. No. 163-A, submitted in the amount of $2,399.33, as it will, because of the prorations involved, reflect any changes made in the voucher for Oregon F.A.P. No. 163-B.

CAD:LAF

As the voucher must necessarily be rewritten to show separately the two types of work involved, the additional Federal Aid may as well be claimed.

Please void and return the copy of the voucher and supporting data upon which our check marks appear.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

CAD: LAF

163-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 13, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUN 14 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:-

We are returning herewith four copies of the final voucher for Oregon F.A.P. 163-B submitted in the amount of $8,263.38.

According to our records two miles of this project were given a bituminous surface treatment by State forces, and a bituminous macadam surface was constructed by contract over the remainder of the project due to the lack of sufficient water for sprinkling.

Apparently the final voucher as submitted claims Federal aid only on the bituminous macadam. If you wish to claim Federal aid upon the work done by State forces, it will be necessary to submit a substitute estimate for the purpose of auditing vouchers showing quantities and items for the two types of surfaces separately. The final voucher should also show the cost of the surface treatment and bituminous macadam separately.

We are also returning final voucher (all copies) for Ore. Federal Aid Project 163-A, submitted in the amount of $2,399.33, as it will, because of the prorations involved, reflect any changes made in the voucher for Oregon Federal Aid Project 163-B.

If you desire to claim the additional Federal aid, please void and return the copy of the voucher and supporting data upon which our check marks appear.

Very truly yours,

W. H. LYNCH
District Engineer.

Encls.

CAD:LAF

C. A. DUNN, PRESIDENT J. M. BAKER, SECRETARY

163B

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

June 18, 1932

Oregon State Highway Commission
Salem, Oregon

Att: Mr. S. H. Probert

Gentlemen:

Replying to your letter of June 17th, regarding a claim of $0.86 per ton on cut-back of Bear Springs-White River Summit Project, no doubt theoretically you make a very logical contention, but as a matter of fact in actual field of experience the cost of placing the cut-back asphalt far exceeds the cost of other courses. No doubt if the entire job was done with cut-back a considerable saving could be made as the heating expense could be cut considerably, and other pumping units could be set up and the retort probably eliminated; but in actual practice material is put through the same process due to the fact that arrangements have already been made and the amount of cut-back is small compared with the entire volume of asphalt used, so the saving, if any, is very negligible.

I have at hand our costs on this years work, which shows the cut-back considerably higher than the other asphalt, of course this opens the way to controversy as to what other asphalt would cost if placed in the seal coat where cut-back is used. The arguments which have been presented to you above are purely academic, but as a fact our claim was not based on any theoretical arguments but rather upon a verbal agreement at the time, and I believe if you will refer the matter to Mr. Baldock, he will remember that we discussed making a change in the grade of asphalt used, and as I remember the situation cut-back would cost a little more than we were paying and that the other grade would cost a little less; and I agreed with him that we would adjust either way and he could make his choice as he saw fit. If he does not agree with me that this was the understanding, we will call the incident closed.

Trusting that you will find our contention correct and will therefore reverse your decision, we beg to remain

Respectfully yours,

DUNN & BAKER

By _____

Payment of claim authorized by C.H. Baldock
See extra work order No. 10.

CAD: LAF

June 17, 1932.

Dunn & Baker, Contractors,
Klamath Falls, Oregon.

Gentlemen: Attention: Mr. Dunn

Reference is made to your letter of April 18th, requesting payment at the rate of $0.86 cents per ton on 106.54 tons of cut-back asphalt used on the Bear Springs-White River Summit Project, the $0.86 per ton representing the difference between the cost of cut-back asphalt and the cost of grade "E" asphalt.

In connection with our own work, we find that the saving in cost of heating, when cut-back asphalt is used, amounts to from seventy-five cents to one dollar per ton. We find, also, that due to the lower temperature at which cut-back is spread, the volume of cut-back to be hauled and distributed is from five to ten per cent less than the volume of the same tonnage of grade "E" asphalt. As the quantities that are hauled and distributed are limited by the sizes of the tanks, rather than by weight, the cost of hauling and distributing cut-back runs from five to ten per cent less than the cost of hauling and distributing asphalt.

In view of the above facts, it appears reasonable to assume that the use of the cut-back did not subject you to any actual additional expense, and unless you were subjected to additional expense, we have no grounds upon which to base an allowance of your claim.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

SHP:ER

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

163-B

May 16, 1932

IN REPLY PLEASE REFER TO FILE NO.
33 P A
1

REFERRED TO
Probert
By State Highway Engineer

RECEIVED
MAY 17 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. S. H. Probert.

Reference is made to your letter regarding the claim of Dunn and Baker for an extra payment of $91.62 covering the application of 106.54 tons of cut-back asphalt on their contract No. 1254.

The history of this transaction is as follows:

Before the job was completed it began to get so cold that the final seal coat of "E" grade asphalt would not work satisfactorly. This defect was called to Mr. Baldock's attention and he met Mr. Dunn on the ground and various remedies were discussed. Mr. Baldock decided that a lighter grade of asphalt was required and first suggested the use of our No. 3 oil. As this asphalt was about 1.50 per ton less than the "E" grade, Mr. Baldock asked Mr. Dunn if he would lower his price per ton by this difference, however, before the No. 3 oil was ordered Mr. Baldock advised us that we should use cut-back asphalt instead of the No. 3. The cut-back at that time cost $12.86 per ton, which was 86¢ more per ton than Mr. Dunn was paying for the "E" grade.

I do not know, nor does Mr. Slavens have any recollection as to whether or not any agreement was made by Mr. Baldock and Mr. Dunn regarding the price for this cut-back, but in as much as the material used cost more than that specified, I would recommend that their extra bill be allowed. Especially, in as much as we had asked for and been granted a reduction , in case a No. 3 oil, which was cheaper, was used.

The cut-back was used in the seal from M. P. 19.51 to M. P. 30.78 and was applied at the rate of 0.25 gal per sq. yd., inside the timbered area and at 0.20 per gal persq. yd. on the balance.

The price of 86 cents and the tonnage can be substantiated by referring to the certified copies of the asphalt bills which accompanied the final estimate and which are now in your office.

If the claim is allowed please advise as to how it should be handled. If possible this charge should not show on the estimate submitted to the B. P. R. as Mr. Tom Davis refused to officially sanction the use of this material but agreed not to know anything about it when the estimate was turned into him.

Yours very truly,

K. D. Lytle,
Division Engineer.

KDL:E

April 19, 1932.

163-B

Mr. K. D. Lytle,
Highway Division Engineer,
Bend, Oregon.

Dear Sir:

We are enclosing a copy of a letter from Dunn & Baker asking for an additional allowance of 85 cents per ton on 206.54 tons of cut-back asphalt.

Please advise us as to the nature of this claim and submit supporting data if the claim is legitimate.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Hebert,
Office Engineer.

Dict. by D. G. DeHart/MM.

encl.

C. A. DUNN, PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

163-B

April 18, 1932

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We are returnimg you herewith final estimate on the Wapinitia Job. We have signed this as the delay has been so great that we hesitate to wait longer for final settlement, however, there is one item of an adjustment on the Cut-back Asphalt. This material amounted to 106.54 tons and the differential in price is 86¢ per ton, this would make a difference of $91.62 and if possible to pay the final estimate as signed we would appreciate it if a new bill could be put through for this amount; if not kindly revise the estimate as signed by us and make this addition.

Respectfully yours,

DUNN & BAKER

By C. A. Dunn

CAD:LAF

Copy

APR 18

DF DF PR 163

PR
Bear Spring
White River Summit

April 4, 1932.

Dunn & Baker,
Klamath Falls, Oregon.

Gentlemen:

In reply to your letter of March 31st, this will advise that the final estimate for the Wapinitia job is now in the Auditing Office and that the final voucher will be mailed to you for execution within the next two or three days.

We regret exceedingly the large amount of delay that there has been in the rendering of this final estimate. It seems that every possible contingency that could have arisen to cause delay has arisen in connection with the finalling of this particular project. We appreciate very much the patience which you have shown in this matter.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

SHP:ER

J. M. BAKER, SECRETARY

DUNN & BAKER

INCORPORATED

GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

March 31, 1932

RECEIVED
APR 2 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Kindly advise us the approximate date we can expect a final estimate on the Wapinitia Job, which we completed in October 1931.

Very truly yours,

DUNN & BAKER
by D. W. Bayless

DWB:LAF

#1254

PR 1631B

April 15, 1932

Fidelity & Guaranty Company of Maryland,
H. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1254 for the construction of the Bear Springs-White River Summit Section of the Wapinitia and The Dalles-California Highways in Wasco County, consisting of 24.8 miles of surfacing and grade widening, has been completed by the contractors, Dunn and Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 22nd, 1932.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $264,522.07 including the final payment. Of this amount $1,532.04 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PR 163-B

February 23, 1952.

Dunn & Baker,
Klamath Falls, Oregon.

Gentlemen: Attention: Mr. Dunn

Supplementing Mr. Parson's letter of February 11th, this will advise that in addition to the two price agreements referred to in his letter, there is an adjustment item in an amount of approximately $590.00 to complete compensation to you for clearing work performed. This adjustment has not yet been written up in such form that a copy can be sent to you, for the reason that the amount is subject to slight change to conform with the final quantities of excavation work performed. A copy of the statement will, of course, be attached to the final estimate voucher.

We are sorry that there has been so much delay in finalling this project, but the records are now in our office, and the checking work is being expedited as much as possible.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. E. Probart,
Office Engineer.

SEP:ER

PR 163-B

February 11, 1932.

Mr. C. A. Dunn,
Klamath Falls, Oregon.

Dear Sir:

We have your letter of February 9th, with reference to the agreement made in December, in connection with your project on the Wapinitia Highway. We find that there were two price agreements dated December 4th, 1931, having to do with stock piled materials and placing of 1/8" to dust materials in the oiled surface. We are enclosing herewith copies of these two agreements in hopes that they are the ones that you refer to.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

L. E. Parsons,
Asst. Office Engineer.

LEP:EH

encl.

COPY

Form 189—F-22677—3M—7-31

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

Applying to Extra Work and Extra Material

Job Bear Springs-White River Summit, Grade Widening and Surfacing

Highway Wapinitia and Dalles-California Date Dec. 4, 1931

County Wasco Contract No. 1254

Contractor Dunn & Baker, Price Agreement No. 6

Address Klamath Falls, Oregon.

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: This price agreement is drawn to provide a basis of payment for extra 1-1/4" 3/4" broken stone delivered at certain stock pile sites from the Kelly Gulch Quarry two miles south of M. P. 27.

Location by station numbers:

Stock Piles at M. P. 21.34, 23.91 and 27.16.

Names of pay items, estimated quantities and agreed prices:

Extra 1-1/4" - 3/4" materials from K. G. Quarry - 759.2 cu. yds. at $1.00

(This price is for the material f. o. b. stock pile. No separate payment will be made for haul, and the materials will not be considered in the haul adjustment.)

Specifications, basis of measurement and other provisions:

(Use back of sheet if more space is required)

Recommended for approval:

C. C. Slavens (Sd)
Resident Engineer.

Signed:

Dunn & Baker (Sd)
Contractor.

By C. A. Dunn (Sd)

Recommended for approval:

C. W. Wanser (Sd)
Division Engineer.

Approved:

Roy A. Klain (Sd)
State Highway Engineer.

INSTRUCTIONS: After the signature of the contractor has been obtained, submit five copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

Form 189—F-22877—3M—7-31

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

Applying to Extra Work and Extra Material

Job Bear Springs-White River Summit, Grade Widening and Surfacing

Highway Wapinitia and Dalles-California. Date Dec. 4, 1931

County Wasco Contract No. 1254

Contractor Dunn & Baker, Price Agreement No. 5

Address Klamath Falls, Oregon.

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Loading and placing extra 1/8" - 0" aggregate in oil bound surfacing.

Location by station numbers:

All of West Unit west of Wapinitia Creek.

Names of pay items, estimated quantities and agreed prices:

Placing extra 1/8" - 0" aggregate about 600 cu. yds. at $1.70.

(Quantity to be paid for is the quantity of 1/8" - 0" material used in oil bound surfacing that is in excess of 238 cu. yds.)

Specifications, basis of measurement and other provisions:

Hauling to be paid for at contract price for hauling 1/8" - 0" materials.

(Use back of sheet if more space is required)

Recommended for approval:

C. C. Stevens (Sd)
Resident Engineer.

Signed:

Dunn & Baker (Sd)
Contractor.

By C. A. Dunn (Sd)

Recommended for approval:

C. K. Kanser (Sd)
Division Engineer.

Approved:

Roy A. Klein (Sd)
State Highway Engineer.

INSTRUCTIONS: After the signature of the contractor has been obtained, submit five copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

C. A. DUNN, PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER

INCORPORATED

GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

Feb. 9, 1932

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Dear Sir:

When in Salem in December we made a memorandum of an Agreement on the Wapinitia Job, which was to be signed by Mr. Klein we believe, and a copy later forwarded to us. Would you kindly see that a copy of this Agreement is forwarded to this office.

Thanking you in advance, we beg to remain

Very truly yours,

DUNN & BAKER

By

CAD:LAF

RECEIVED
FEB 11 1932
OFFICE OF
Assistant State Highway Engineer

FORM S-C-1 573 500 9-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

PRP 163 B

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

November 18, 1931.

File 163 A+B

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Att'n: Mr. S. H. Probert.

Dear Sir:

Attached please find a copy of C. C. Slavens' letter relative to estimate #9 on Dunn & Baker's contract No. 1254.

Your attention is called to that part of the letter concerning the haul adjustment which Mr. Slavens states will be about $4855.73 and which amount will have to be deducted from the final estimate. The deduction is not made on this estimate.

RECEIVED
NOV 19 1931
OREGON STATE HIGHWAY COMMISSION

Yours very truly

C. W. Wanzer
Division Engineer

By J. A. Hardie
J. A. Hardie

jah/c
enmls.

File 163 A4B

Maupin, Oregon
Nov. 17, 1931

Mr. C.W. Wanner
Division Engineer
State Highway Department
Bend., Oregon.

COPY

Dear Sir:

Relative to estimate #9 (Contract 1254) which I am submitting on this date; it will be a week or ten days yet before the final will be submitted. The quantities on this estimate are final, with the exception of the grading work, which is very close.

Your attention is called, at this time, to the haul adjustment, as outlined in the special provisions of the contract. There will be a deduction from the contractors final estimate of approximately $4,855.73, which has not been taken care of in this estimate.

Very truly yours,
C.C. Stevens
C.C. Stevens
Res. Engineer.

COPY

encl.
ccs/hc

P.S. Note: I have not included on this estimate the over-run in 1½" to 3" rock from the Kelly Gulch quarry, which amounts to approximately 700 cu. yds. We have this material measured but will not show it on the estimate until such time as a decision has been made as to paying for it.

JD

#1254

PR 1633

November 6, 1931

Fidelity & Guaranty Company of Maryland
R. H. Finney, Agent
Failing Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the letter which we have today received from Dunn & Baker, general contractors, in which they state that they have paid in full the claim of Carl E. Burkett, which claim was in the sum of $305.19 and was for services rendered in connection with the contract awarded to Dunn & Baker for the surfacing of the Bear Springs-White River Summit Section of the Wapinitia and The Dalles-California Highways.

This information is given you since you appear as surety on the bond furnished by Dunn & Baker in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

November 6, 1931

Dunn & Baker
General Contractors
Klamath Falls, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of the 5th instant in which you advise that full settlement was mailed to Mr. Burkett on November 2nd in connection with his claim for services rendered in the sum of $305.19 in connection with the contract awarded by the State Highway Commission for the surfacing of the Bear Springs-White River Summit Section of the Wapinitia and The Dalles California Highways.

We appreciate very much your sending us this information.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

C. A. DUNN, PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER

INCORPORATED

GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

RECEIVED
NOV 6 1931
OREGON
STATE HIGHWAY COMMISSION

November 5, 1931

Oregon State Highway Commission
Salem, Oregon

Att: H. P. Glaisyer

Gentlemen:

We are in receipt of a copy of the Claim filed with you by Carl E. Burkett in the amount of $305.19 on our Wapinitia Cut-off Job in Maupin, Oregon.

We wish to advise that full settlement was mailed to Mr. Burkett on November 2nd., for the full amount of his services, although a large per cent of the money paid him would not be due until we receive our next estimate from the Stat of Oregon, however, we decided that it was a small matter and rather than have any trouble we would rather pay the item and make it unnecessary for him to file a Claim.

Very truly yours,

DUNN & BAKER

By D. W. Baker

DWB: LAF

PR 162 B

Form 39—E-18160—1500—9-30.

OREGON STATE HIGHWAY DEPARTMENT

NOTE L

FIELD ENGINEER'S WEEKLY REPORT

Date November 5, 193 1

Job name Bear Springs-White River Summit — *Week from* October 18 *to* October 31

Mail address Maupin

Highway Wapinitia & The Dalles-California — *Telegraph or telephone address* "

County Wasco — *Job prefix* 33 PA — *Express and freight address* "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Finishing of the shoulders and ditches was completed on October 31, which date will be used as the date of completion.

The field engineering work is completed and my crew in in the office working on the final recorus, which should be completed by the 20th of November.

RECEIVED
NOV 9 1931
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed C. C. Stevens

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 17.4

Miles completed 17.4

Miles completed except finishing .....

Total cubic yards in project 30,243

Cubic yards moved to date 30,243

Miles covered by contractor's forces 17.4

Miles cross-sectioned 17.4

Miles cross-sections completed and checked 16.0

Miles to be remeasured None

Number men in Engineering Party 3

Contractor's average force for week No *men,* No *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 24.5

Miles completed 24.5

Miles partially done .....

Total cubic yards in project 100,000

Cubic yards produced to date 100,000

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time completed

Contractor's average force for week ..... *men,* ..... *teams,* ..... *trucks*

Project will be completed about completed October 31, 1931

Number of men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,* ..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1254
Wasco

PP1633

November 4, 1931

Mr. Herbert H. Lombard,
Attorney at Law,
First National Bank Bldg.,
Cottage Grove, Ore.

Dear Sir:

Your letter of November 2nd, together with affidavit of Earl E. Burkett, has been received.

In compliance therewith, we hand you herewith a certified copy of the contract and bond of Dunn & Baker, to whom the State Highway Commission awarded the contract for surfacing and grade widening of the Bear Springs-White River Summit Section of the Wapinitia and The Dalles-California Highways in Wasco County, State Highway Contract #1254.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

AJ

November 4, 1931

Fidelity & Guaranty Company,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon

Gentlemen:

We enclose herewith copy of affidavit of Carl E. Burkett, received through Herbert W. Lombard, Attorney of Cottage Grove, showing that Dunn & Baker are indebted to Mr. Burkett in the sum of $505.19 for trucking in connection with the work on the Bear Springs-White River Summit Section of the Wapinitia and The Dalles-California Highways in Wasco County, State Highway Contract #1254.

This information is given you as you appear as the surety on the bond furnished by Dunn & Baker.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MJ

cc Dunn & Baker
Klamath Falls
Oregon

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
Phone 94
COTTAGE GROVE, OREGON

November 2, 1931

State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of Carl E Burkett I am inclosing herewith affidavit to secure the copy of the contract and bond of the general contractor, Dunn & Baker, Inc., for the Wapinitia Cutoff near Maupin, Oregon. Kindly mail this to me at once.

Yours truly,

Herbert W. Lombard

l/w
enc

WHEREFORE, I demand a certified copy of the contract and bond of Dunn & Baker, Inc.

Carl E. Burkett

Subscribed and sworn to before me this 2nd day of November, 1931.

Herbert W. Lombard
Notary Public for Oregon

My Commission expires 11/7/33

1931

STATE OF OREGON)
: ss,
COUNTY OF LANE)

I, CARL E BURKETT, being first duly sworn depose and say that between the 2nd day of September, 1931, and the 19th day of September, 1931, I furnished labor, to-wit: trucking, for the project known as Wapinitia Cutoff near Maupin, Oregon.

That the total amount of my claim is the net balance of $305.19, no part of which said sum has been paid and I have demanded payment of same but that the contractor refuses to pay the same.

WHEREFORE, I demand a certified copy of the contract and bond of Dunn & Baker, Inc.

Carl E Burkett

Subscribed and sworn to before me this 2nd day of November, 1931.

Notary Public for Oregon

My Commission expires 11/7/33

P.P. 163-B

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.E.F.A.P. 163-B

Post Office Building
Portland, Oregon.

October 28, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

P.S. Enclosed also are one copy each of the approved detail estimate upon which the modified project agreement was based, and a copy of the special provisions.

SEP 1 1 1931

A4pr10637

Oregon Emergency Federal Aid Project No. 163, Section B.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 8, 1931, by the State Highway Commission of Oregon, and on June 22, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 163, Section B, now designated as Oregon Emergency Federal Aid Project No. 163, Section B; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section B to provide for a change in the type of surfacing, consisting of a dry macadam base course 2 inches thick and a bituminous macadam top course 3 inches thick, in place of the 4 inch base course and oil treated top course previously approved; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from $120,569.35 to $147,885.65, and that the Federal funds approved and set aside to the credit of said Section B be increased from $72,305.53 to $88,871.50; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be provided to cover the State's share of the cost of construction, eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the State Highway Commission of Oregon, and the Secretary of Agriculture, that the plans, specifications and estimates approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of eighty-eight thousand, eight hundred seventy-one and 50/100 dollars ($88,871.50) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

> "(a) By the State, $53,939.85, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction, shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

To Article III shall be added clause (b) to read:

> "(b) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future

authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of eighty-eight thousand, eight hundred seventy-one and 50/100 dollars ($88,871.50), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-seven thousand, eight hundred eighty-five and 65/100 dollars ($147,885.65), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 24th day of September, 1931, and the Secretary of Agriculture on the 14th day of October, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By H R Bramhall
Chairman, State Highway Commission

By C K Spaulding
Member, State Highway Commission

By _____
Member, State Highway Commission.

H M Waldrop
Acting Secretary of Agriculture.

Oregon Emergency Federal Aid Project No. 163, Section B.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road [redacted] between [redacted] and [redacted] designated in the records of this Department as Emergency Federal Aid Project No. 163-B, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $147,885.65 in lieu of the $72,305.53 approved by Certificate of June 22, 1931, as the total estimated cost of said project, and the sum of $88,871.50 / as the share of the United States, payable under said acts on account of such project, which does not exceed the / [redacted] of said total estimated cost.

Done at the city of Washington, this 14th day of October one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

[redacted]

R. G. Tugwell

Acting Secretary of Agriculture.

/SEP 1 1931

ORDER AND AGREEMENT SUPPLEMENTAL TO CONTRACT NO. 1254

WHEREAS, on the 21st day of January, 1931, Dunn & Baker, a corporation with headquarters at Klamath Falls, Oregon, hereinafter referred to as the contractor, entered into a contract with the State of Oregon through its State Highway Commission, wherein and whereby the said contractor agreed to perform certain grade widening and surfacing construction work on the Bear Springs-White River Summit Section of the Wapinitia and Dalles-California Highway in Wasco County, and

WHEREAS, by the provisions of said contract, the State Highway Engineer is authorized to alter, during the progress of the work, the details of construction as set out in the plans and specifications, and to order such additional and extra work as may be found to be necessary, desirable or expedient, and

WHEREAS, it is further provided that compensation for alterations in such details of construction and for such additional and extra work, may be allowed upon such basis as may be agreed upon between the contractor and the engineer, and

WHEREAS, it has been found desirable and expedient to make certain alterations in the details of construction as set out in the plans and specifications applying to said contract, and to perform certain additional or extra work,

NOW THEREFORE, pursuant to the said provisions, and pursuant to the said authority vested in the State Highway Engineer, the State Highway Engineer hereby orders such alterations in details of construction to be made and such additional or extra work to be performed as may be called for by the terms and provisions given hereinafter, and agrees with the contractor that the work to be done, the manner of its performance, the basis of compensation and all other details in connection therewith shall be as follows:

Work to be Done:

Instead of constructing a waterbound broken stone surfacing on the West Unit of the project, as was specified in the original contract, the contractor shall construct on that unit a surfacing consisting of a two-inch dry macadam base course with a three-inch asphalt bound top course or wearing surfacing. Also, the contractor will furnish smaller quantities of broken stone in stock pile for the West Unit of the project, than was originally specified.

Construction of Dry Macadam Base Course:

The dry macadam base course to be constructed on the West Unit shall be constructed in accordance with the specifications applying to the construction of waterbound broken stone top course as given in the original contract, except as follows:

1. The size of the screenings used in the construction shall be ½" - 1/8" instead of ½" - 0".

2. The quantities of materials to be used per mile shall be

SEP 1 1931

as follows, instead of as originally specified:

Coarse Materials.....	600	cu.	yds.	per	mile
Key Materials.....	135	"	"	"	"
Screenings.....	115	"	"	"	"

5. The compacting of the materials shall be done without sprinkling.

Payment for Dry Macadam Base:

Payment for the dry macadam base will be made at the same prices and in the same manner in all respects as is specified for payment for waterbound broken stone top course, said prices being as follows:

Course Broken Stone in Surfacing....	$2.30	per	cu.	yd.
Key Materials in Surfacing.....	2.70	"	"	"
Screenings in Surfacing.....	2.70	"	"	"
Filler.....	0.30	"	"	"
Filler Haul.....	0.18	"	yd.	mile

Payment for the materials used in the construction of the dry macadam base shall be subject to adjustment for change in average haul distance as hereinafter specified.

Construction of Asphalt Bound Top Course:

The asphalt bound top course shall be constructed in accordance with the special specifications which accompany this supplemental agreement.

Payment for Asphalt Bound Top Course:

Payment for the construction of the asphalt bound top course, including the furnishing, hauling and placing of all materials will be made at the following prices:

Course Broken Stone in Surfacing	$2.30	per	cu.	yd.
Intermediate Broken Stone in Surfacing	2.70	"	"	"
Key Materials in Surfacing	2.70	"	"	"
Screenings in Surfacing	2.70	"	"	"
1/8" - 0" Materials in Surfacing	0.30	"	"	"
Hauling 1/8" - 0" Materials	0.18	"	yd.	mile
Asphalt in Place	30.00	"	ton	

The basis of measurement for each of the pay items shall be as specified in the special specifications which accompany this agreement.

Payment for the coarse broken stone, the intermediate broken stone, the key materials and the screenings shall be subject to adjustment for change in average haul distance as hereinafter specified.

Decrease in Quantities of Materials to be Stock-piled:

The quantities of broken stone to be stock-piled for the West Unit shall be changed as follows:

	Cubic Yard Per Mile		Reduction in Quantities	
	As Specified	As Changed	Per Mile	Total
1¼" - 3/4" Materials	270	50	220 cu. yds.	2,920 cu. yds.
3/4" - ½" "	240	150	90 " "	1,200 " "
½" - ¼" "	200	145	55 " "	730 " "
	710	345	365 cu. yds.	4,850 cu. yds.

Except for this decrease in quantities, the broken stone to be furnished and stock-piled shall be furnished and stock-piled as originally specified; provided, however, that if the contractor so elects, he may furnish ½" - 1/8" materials in place of ½" - ¼" materials.

Payment for Stock-piled Materials:

Payment for the broken stone delivered in stock pile will be made at the prices stipulated in the original contract, which prices are as follows:

1-¼" - 3/4"	Broken Stone in Stock Piles	$1.85 per cu. yd.
3/4" - ½"	" " " " "	1.85 " " "
½" - ¼"	" " " " "	1.85 " " "

Payment for the broken stone delivered in stock pile shall be subject to the adjustment for change in average haul distance which is specified on sheets 14, 15 and 16 of the special provisions of the original contract, the haul with which the amount of hauling actually performed is to be compared, to be the haul that would have been required had the quantities and the distribution of the materials been as specified in the original contract.

Haul Adjustment Applying to Surfacing Materials:

As the change in type of surfacing which is to be made as hereinbefore specified, will change the average distance which the surfacing materials to be furnished are to be hauled, an adjustment to compensate for the difference in haul will be made as follows:

If the average haul distance for the broken stone surfacing materials actually used in the work (including that used on the Middle Unit and the West Unit) is greater than the average haul that would have been required to construct the broken stone surfacing exactly as specified in the original contract, then, the contractor will be compensated for the extra haul performed at the rate of fifteen cents ($0.15) per yard mile. If the actual average haul distance is less than the haul that would have been required had the surfacing been constructed as specified in the original contract, then, the State will receive the benefit of the saving in haul, the benefit to be figured at the rate of fifteen cents ($0.15)

per yard mile. The haul distances shall, in all haul computations, be figured in half-mile units, fractional half-miles being allowed for as full half-miles.

In computing the haul adjustment, it shall be assumed that there was a contemplated average haul on intermediate broken stone surfacing material and that that contemplated average haul was the same as the contemplated average haul on the other classes of broken stone surfacing materials.

Signed this 21 day of July, 1931.

Roy A. Klein
State Highway Engineer.

CONTRACTOR'S ACCEPTANCE

We, Dunn & Baker, contractor, hereby accept the work designated in the foregoing order and agreement as work to be performed under our state highway contract No. 1254, and we agree to perform said work and to accept compensation therefor, in accordance with the terms of said contract supplemented by the terms and provisions of said foregoing order and agreement. We further accept and subscribe to such alterations in the details of construction and to such eliminations and changes in quantities as will result from or by reason of the performance of the work to be done under said order and agreement, and we will make no claim for any extra expense, damage or loss that may be sustained by reason of our compliance with the terms of said order and agreement.

Signed this 17th day of July 1931.

Dunn & Baker
Contractor.

By C. H. Dunn.

Title President

CONSENT OF SURETY

We Fidelity and Deposit Company of Maryland, surety on the bond furnished by Dunn & Baker, in connection with state highway contract No. 1254, to which the foregoing agreement is supplemental, do hereby consent to the changes in said contract No. 1254, which are provided for in the foregoing agreement, without prejudice to the aforesaid bond in any way whatsoever.

Signed this 29th day of June, 1931.

Fidelity and Deposit Company of Maryland.

By _____

SPECIAL SPECIFICATIONS TO ACCOMPANY

ORDER AND AGREEMENT SUPPLEMENTAL TO CONTRACT NO. 1254

(West Unit, Bear Springs-White River Summit Section)

1. CONSTRUCTION OF ASPHALT BOUND TOP COURSE

Materials:

The materials to be used in the construction of the asphalt bound top course which is to be constructed on the West Unit of the Bear Springs-White River Summit Section, shall be broken stone of the same kind and quality as is specified in the original contract No. 1254, for broken stone to be used in the construction of waterbound broken stone top course.

Sizes of Materials:

The broken stone shall be of five sizes, and the names used to designate the different sizes shall be as follows:

Coarse Broken Stone
Intermediate Broken Stone
Key Materials
Screenings
1/8" - 0" Materials

All of each size of material shall pass a screen having openings of a certain size, and all of each size of material shall be retained on a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings in Screen Thru Which all Must Pass	Size of Openings in Screen on Which at Least 90 Per Cent Must be Retained
Coarse Broken Stone	2½ inch, circular	1¼ inch, circular
Intermediate Broken Stone	1¼ " , "	3/4 " , "
Key Materials	3/4 " , "	1/2 " , "
Screenings	1/2 " , "	1/8 " , square
1/8" - 0" Materials	1/8 " , square	0 "

Asphalt:

The asphalt and its manner of application shall conform with the specifications given hereinafter under the heading "Asphalt." The asphalt shall be of 130-150 penetration.

Manner of Construction:

On the dry bound macadam base constructed as elsewhere specified, coarse materials, (2½" - 1¼" rock) shall be spread at the rate of .06 cubic yard per

square yard, over the entire width of the roadway.

After the coarse rock is in place traffic shall be confined to one-half of the roadway width, and the course of coarse materials on the other one-half of the roadway shall be carefully hand-spotted with additional stone or the removal of excess stone so that the surface is perfectly true to crown, grade and cross-section. If necessary to add additional stone to certain spots, care shall be used so that there is no segregation of the aggregate. The entire surface shall be carefully inspected, and all spots showing any dirt, fine stone, earth or other fine material shall be removed and replaced with satisfactory material.

After the surface has been handspotted in accordance with the above instructions, it shall be gone over lightly with a long wheel base motor grader acting as a strike board, removing all the small inequalities resulting from hand work. The surface shall then be lightly rolled, after which it shall be carefully checked with a straight edge or template so that the surface shall be free from humps, and hollows and shall not vary more than one-quarter of one inch from a true surface when tested with a straight edge or template ten feet in length. Should any discrepancies in the above occur, the excess material shall be removed and additional material shall be added as described above, after which the surface shall again be lightly touched up with a motor grader before spreading the asphalt.

In adding new material, the old material shall be loosened before the new material is spread thereon. The surface shall then be rolled until thoroughly locked and keyed. The rolling shall start at the edge of the surfacing and shall proceed at a rate of not more than sixty feet per minute. If the stone begins to crack or chip, the rolling shall be discontinued.

Application of Intermediate Rock:

As soon as the lift of coarse rock has been completed, as above described, asphalt shall be applied to one-half of the roadway width at the rate of 1.10 gallon per square yard followed by a spread of intermediate rock ($1\frac{1}{4}$" - 3/4" material) at a rate of .021 cubic yards per square yard, which shall be spread with motor graders, as above described, for the spreading of the coarse rock. The surface shall then be hand spotted in accordance with the method described for the first lift, after which it shall be gone over lightly with a long wheel base motor grader acting as a strike board and removing the small inequalities resulting from hand work. The surface shall then be lightly rolled, after which it shall be checked with a straight edge or template so that the surface shall be free from humps and holows and shall not vary more than one-quarter of one inch from a true surface when tested with a straight edge or template ten feet in length. Should any discrepancies in the above occur, the excess material shall be removed and additional material shall be added, as described above, after which the surface shall again be lightly touched up with a motor grader.

In adding new material, the material in place shall be loosened before the new material is spread thereon. The surface shall then be rolled until thoroughly locked and keyed. The rolling shall start at the edge of the roadway width and shall proceed at a rate of not more than sixty feet per minute. If the stone begins to crack or chip, the rolling shall be discontinued.

After the second lift of asphalt bound macadam base has been constructed on one-half of the roadway, as above specified, it shall be constructed on the other half of the roadway in the same manner.

Application of Key Rock:

After the second lift has been well rolled and compacted on both halves of the roadway, asphalt shall be applied on one-half of the roadway at the rate of 0.35 gallon per square yard. This application shall be followed by an application of 3/4" - 1/2" key rock at the rate of .012 cubic yards per square yard, and hand spotted. Immediately after the first application, and during the hand spotting process, the stone shall be broomed and rolled. Wire brooms shall be attached to the roller and a wire broom to the motor grader. The brooming and rolling and addition of 3/4" to ½" key rock shall be continued until the coarse stone is well chinked up. No stone shall be placed over a width of about one foot at the center. This shall be keyed on the construction of the second half. Water shall be sprayed on the roller wheels or oil mats placed thereon so as to prevent picking up of the asphalt.

Immediately following the keying of the intermediate rock on the first half of the roadway, the intermediate rock on the second half of the roadway shall be keyed in the same manner.

Seal Coat:

The seal coat shall be placed in two applications.

After the key rock has been placed on the entire width of the surface, the half section last completed shall be smoothed with a long wheel-base grader and lightly rolled, after which asphalt shall be applied at a rate of approximately 0.25 gallon per square yard. This shall be followed immediately by a spread of screenings (1/2" - 1/8" materials) to the amount of .008 cubic yard per square yard followed by brooming and rolling. Traffic shall then be placed on this portion of the roadway and the remaining half of the first course of seal coat constructed.

Before the asphalt on the second half is placed, the surface shall be again gone over with a long wheel base grader equipped with a straight wire broom. Asphalt and screenings shall then be placed in the same manner as they were placed on the first half. Such hand spotting as may be required shall be done, and the surface shall be carefully broomed and rolled.

After the first course of the seal coat is completed over the entire width of the roadway, as above specified, the wearing surface shall be subjected to traffic for a period of about six days. The surface shall then be swept clean of loose stone and dust, after which, asphalt shall be applied at the rate of 0.20 gallon per square yard. This application shall be followed immediately by 1/2" - 1/8" aggregate spread at the rate of .008 cubic yard per square yard. The spreading shall be done by means of straight brooms attached to motor graders. Additional material shall be added by hand to cover any bare or thin spots that may appear, after which the surface shall be thoroughly broomed and rolled until the aggregate is absorbed and the surface is well compacted. Reject screenings (1/8" - 0") shall then be spread at a rate of .002 cubic yard per square yard and thoroughly broomed

over the surface.

11. ASPHALT

Specifications for Asphalt:

The asphalt furnished under these specifications shall be made from an asphaltic base oil. It shall be homogeneous and free from water. It shall not have been distilled at a temperature high enough to injure by burning or high enough to produce flecks of carbonaceous matter, and upon arrival at the work shall show no signs of separation into lighter and heavier components. It shall conform with the following requirements:

1. The penetration at 25 degrees C. (77 degrees F.), 100 g., 5 sec., shall be 130-150 degrees, Dow.

2. The flash point (Pensky-Martens closed cup test) shall not be less than 400 degrees F.

3. Loss on heating at 163 degrees C. (325 degrees F.), 50 g., 5 hours, shall not exceed two (2) per cent. The penetration at 25 degrees C. (77 degrees F.) 100 g., 5 sec., of the residue after heating at 163 degrees C. (325 degrees F.) shall not be less than 60 per cent of the original penetration.

4. The ductility at 25 degrees C. (77 degrees F.) shall not be less than 30 cm.

5. The proportion of bitumen soluble in carbon tetrachloride shall be not less than 99 per cent.

The properties enumerated in these specifications shall be determined in accordance with the following methods of test of the American Society for Testing Materials.

1. Penetration: Standard method of test for penetration of bituminous materials (Serial designation D5).

2. Flash Point: Standard method of test for flash point by means of Pensky-Martens closed cup (Serial designation D 93).

3. Loss on Heating: Standard method of test for loss on heating oil and asphaltic compounds (Serial designation D 6).

4. Ductility: Tentative method of test for ductility of bituminous materials (Serial designation D113-26T).

5. Proportion of Bitumen Soluble in Tetrachloride: Standard method of test for determination of proportion of bitumen soluble in carbon tetrachloride (Serial Designation D 165).

Manner of Application of Asphalt:

The asphalt to be used in connection with this project shall be applied at a temperature of 400 degrees, Fahrenheit. Asphalt that has been overheated or "burned" shall not be used in the work.

In the paragraphs which follow, the terms asphalt and bituminous cement will be used interchangeably, and shall be understood to be synonymous.

In general, it will be the policy of the State not to permit the application of any bituminous cement when the atmospheric temperature is less than 70 degrees F., and, if it is necessary, in order to secure the best results, the engineer may require the contractor to delay the application of the bituminous cement until 10 o'clock each morning. However, the contractor will be permitted to carry his operations through the day until eight hours of actual work has been performed in the application of bituminous cement, provided none shall be placed which cannot be cared for before the hours of darkness.

The bituminous cement shall be spread by means of a pressure distributor which will satisfactorily make the distributions required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of bituminous cement over a width equal to one-half of the width specified for the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of bituminous cement can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of bituminous cement at the junction of two applications, the distribution shall be promptly stopped when the flow begins to thin just before the tank is empty. Each time that the application of bituminous cement from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the same, any spots are missed, bituminous cement shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of bituminous cement will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

To increase the flowing and penetrating action of the asphalt, a soap-water solution shall, with each spread of asphalt, be sprayed onto the road surface a few inches ahead of the spray of asphalt. The spraying of this soap-water solution shall be accomplished by means of a suitable pressure tank and spray bar mounted on the asphalt distributor, a constant air pressure of ten pounds per square inch being maintained in the tank. The amount of soap-water solution to be sprayed on shall be approximately ten (10) per cent (volume measurement) of the amount of asphalt, and the percentage of soap in the soap-water solution shall be

not less than one per cent of the amount of the solution.

III. MISCELLANEOUS PROVISIONS

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will give a uniform spread over a width of nine feet.

When spreading aggregate over freshly spread asphalt, the trucks shall be run backward so that the asphalt will be covered with aggregate before the truck wheels come upon it.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than ten tons each. In general, the rollers shall begin at the edges of the roadway, overlapping the shoulder one-half the width of the rear wheel, and shall progress toward the center, parallel with the centerline of the roadway, overlapping each preceding track and covering the entire surface as many times as is necessary to produce the desired result.

The rolling of the coarse stone used in the construction of the bituminous macadams shall proceed at a rate of 75 feet per minute. In case the stone should begin to crack or chip under the roller, the rolling shall be discontinued.

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings, or other new aggregates.

Variation of Rates of Spread:

The rates of spread specified for the various grades of material include the amounts required for hand spotting. If the total amounts being used are found to be exceeding the amounts specified, the amount used in the first spread shall be reduced. The exact amount of material required for hand spotting depends to a great extent upon the skill with which the initial spread is made and will have to be determined by trial. Should there by any variance between the total amount of stone spread and the amount specified, the asphalt shall be changed in conformity thereto so as to keep the ratio of asphalt to stone, the same.

Final Smoothing of Coarse Stone Courses:

After the surface has been hand spotted in accordance with the specifications hereinbefore given, it shall be gone over lightly with a long wheel-base motor grader acting as a strike board to remove the small inequalities resulting from hand work. The surface shall then be rolled, after which it shall be carefully checked with a straight edge or template so that the surface shall be free from

humps and hollows and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length. Should any discrepancies in the above occur, the excess material shall be removed or additional material shall be added by hand as required, after which the surface shall again be lightly touched up with the motor grader and rolled.

In adding new material, the old material shall be loosened before the new material is spread thereon, and the surface shall be rolled until thoroughly locked and keyed.

Construction of Bituminous Macadam Wearing Surface in Two Strips:

One-half the width of the roadway shall be constructed at a time so as to permit one-way traffic. In order to avoid a square center joint, the courses shall lap at the center. In order to accomplish this, each course of rock shall be held back six inches from the edge of the spread of oil until the second half of the surface has been constructed.

Addition of Key Rock:

The purpose of the key rock is to chink and fill up the larger interstices in the course stone, and care shall be exercised so as not to form a mat or separate course of the key rock on top of the coarse rock.

Truck Loads to be Leveled:

To facilitate and make more accurate the measurement of the aggregates, filler and other materials that are to be measured in trucks, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface with all corners completely filled.

Surface Evenness:

The surface of the finished work shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from a true surface when tested with a straight-edge or template ten feet in length.

Pneumatic Tired Trucks Required:

All trucks engaged in the hauling of aggregates and filler material must be equipped with pneumatic tires on all wheels.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of rock or asphalt, or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the wearing surface as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

Protection of Structures:

The contractor shall provide whatever protective coverings may be necessary to protect exposed portions of bridges, culverts, guard fences, road signs and other structures from splashing oil, and he shall remove from such structures any oil, asphalt, dirt or other undesirable matter that may come upon them by reason of his operations.

Provision for Traffic:

The contractor will be required to perform the work which he is to do under this contract while the sections of road involved are in use by traffic. Neither the closing of the road nor the detouring of traffic from the road will be permitted.

To make such an arrangement practicable and to avoid vehicles which use the road coming in contact with freshly applied oil and asphalt, the various operations involved in the performance of the work shall be performed on only one-half of the roadway at one time, the other one-half of the roadway being kept clear and otherwise in condition for use by traffic without any splashing of oil or asphalt. Also, the work shall be so conducted that all portions of roadway that are limited to half-width use at any one time will be confined within a unit of highway not more than six-thousand (6,000) feet in length.

On the unit of highway, not exceeding 6,000 feet in length, within which are located the portions of roadway that are limited to half-width use, traffic may be limited to movement in only one direction at a time, the traffic being flagged through, first in one direction and then in the other direction, at intervals of time not exceeding fifteen minutes in length.

The State will furnish two flagmen to control traffic at the ends of the unit within which the roadway is being limited to half-width use, and will furnish a pilot car and driver to lead the traffic through the unit. These flagmen and the pilot car and its driver will be furnished by the State only during the regular working hours. After working hours, the flagging and piloting shall be

done by the contractor, provided, however, that flagging and piloting will not be required after regular working hours if the contractor will each day leave the work in such condition that it can be travelled over without damage to the work and without danger to traffic, and will provide an adequate system of signs, lights, barricades, etc. The engineer shall be the judge as to whether or not these conditions are satisfactorily complied with and as to whether or not flagging and piloting can be dispensed with after working hours.

The responsibility for the protection of both the work and the traffic will rest solely with the contractor, and he shall be solely liable for all damage and injury that is in any way chargeable to the construction operations or to any circumstance, condition, action or negligence in connection therewith.

The contractor shall furnish whatever warning signs, direction signs, lights, barricades and other facilities as may be necessary for the proper protection of the work and for the proper guidance and safeguarding of the traffic.

Organization and Equipment:

Each crew or each outfit engaged in the work to be done under this contract shall be under the continuous supervision of a competent superintendent thoroughly experienced in the class of work involved.

All graders, drags, rollers, asphalt distributors, and asphalt trucks shall be manned by experienced operators.

The equipment to be used in the bituminous macadam wearing surface work shall include the following:

One steam boiler (minimum 20 H. P.)

One asphalt heater capable of heating the road oil to a temperature of at least 400 degrees.

One asphalt distributor, 1,000 gallon capacity, 9 foot spray bar with extension pressure pump, pressure gauge, thermometer and tachometer. The distributor tank to be thoroughly insulated to retain heat and equipped with steam coil.

One road grader, minimum weight 6,000 pounds, with ten-foot blade.

One scarifier unit or scarifier attachment.

One nine-foot heavy stone spreader on roller and adjustable to give specified spreads of coarse stone.

One road grader so constructed as to provide positive adjustment of scarifying depth.

Two motor patrol graders with eight-foot blades.

Suitable power equipment to operate the large grader and scarifier.

One ten-ton three-wheel road roller for each 15 cubic yards of aggregate placed per hour.

Such insulated asphalt tender supply tanks as are necessary to supply the asphalt at a rate to complete the contract within the specified time.

The lists of equipment given above indicate simply the minimum requirements, and if additional equipment is needed for a satisfactory fulfillment of the conditions of the specifications, or to insure completion of the work within the specified time limit, such additional equipment shall be furnished. The engineer shall be the judge as to the suitability and adequacy of the equipment.

All wheeled equipment used on the work, with the exception of road rollers, shall be equipped with rubber tired wheels.

Graders having blades that are not held rigidly in position, or that "Chatter," will not be allowed on the work.

All equipment shall be kept in first-class condition and repair at all times.

Maintenance of Completed Sections:

The contractor shall be responsible for the maintenance of the asphalt bound top course for a period of two weeks after the work is completed, and for such longer period as may be necessary to correct conditions of excessive "bleeding" and to overcome and eliminate such other defects as may develop or make their appearance during the said two weeks period.

At the end of the maintenance period above referred to, the maintenance of the top course will be assumed by the State.

IV. MEASUREMENT AND PAYMENT

Payment:

Payment for the construction of the asphalt bound top course will be made at the unit prices stated in the supplemental agreement to which these special specifications are attached, the pay items being as follows:

Coarse Broken Stone in Surfacing
Intermediate Broken Stone in Surfacing
Key Materials in Surfacing
Screenings in Surfacing
1/8" - 0" Materials in Surfacing
Hauling 1/8" - 0" Materials
Asphalt in Place

Measurement of Aggregates:

The basis of measurement of the pay quantities of coarse broken stone, key materials and screenings shall be the same as specified in the original con-

tract for the measurement of the same grades of materials used in the construction of waterbound broken stone top course.

Measurement of the intermediate broken stone and the 1/8" - 0" materials shall be made in the same manner as is above specified for the measurement of other grades of aggregate.

Measurement of Haul on 1/8" - 0" Materials:

The haul distances to be used in the computation of the pay quantities of "Hauling 1/8" - 0" Materials" will be measured in half-mile units, fractional half-miles to be allowed for as full half-miles.

Measurement of Asphalt:

The quantity to be paid for at the agreed price per ton for "Asphalt in Place" shall be the number of tons of asphalt of the kind specified actually incorporated in the work in accordance with the specifications. The number of tons shall be computed from volume measurements of the asphalt in the railway cars, or it shall be determined by such other method as, in the opinion of the engineer, is most practicable under the conditions obtaining. Correction shall be made for any asphalt included in the car measurements that does not actually become incorporated in the wearing surface, whether the same be wasted, lost, sold, burned, rejected, or otherwise disposed of.

In the computation of tonnages from volume measurements, the specific gravity of the asphalt will be used as the basis for the computation, and proper corrections will be made for temperature differences.

Haul Adjustment:

Payment for aggregates (except 1/8" - 0" materials) shall be subject to adjustment for changes in average haul distances as specified in the supplemental agreement of which these special specifications are a part.

#125
Wasco Co
PR1631B

October 19, 1931

Mr. J. L. DeHaff, Credit Manager,
Sterling Motor Truck Company,
475 Hawthorne Ave.,
Portland, Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 17th instant, concerning payments due Dunn & Baker, to whom the State Highway Commission awarded the contract for the surfacing of the Bear Springs-White River Summit Section of the Wapinitia and The Dalles-California Highways in Wasco County, State Highway Contract #1254.

We know nothing of the Mr. Earl Griffith whom you mention in your letter, as all of our dealings are with Dunn & Baker, the original contractors, whom we hold responsible for the satisfactory completion of the project and for the payment of claims incurred against it. We, therefore, know nothing of the assignment of Mr. Griffith to you, but presume that the assignment was given to Dunn & Baker, to cover their payments to Mr. Griffith.

According to our records, we find that the warrant covering the payment for work performed by them between July 10 and August 10, 1931 was mailed to Dunn & Baker at Klamath Falls on September 8, 1931. This warrant was in the sum of $27,916.55; the warrant, covering payment from August 10 to September 10, 1931, in the sum of $37,304.85, was likewise mailed to Dunn & Baker at Klamath Falls, on October 6, 1931. Payment for work accomplished to October 10, is now being effected. We anticipate that the warrant will be delivered to Dunn & Baker shortly after the first of November.

Our records show that the project was approximately

86% complete on October 10. We have not been advised as to whether or not it has been definitely completed, but presume that it is, or will be within the next few days.

Regarding final payment, wish to say that it will probably be a month or six weeks before the warrant will be mailed to Dunn & Baker.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

#1254
Waupaca

STERLING MOTOR TRUCK COMPANY
OF CALIFORNIA

DISTRIBUTORS OF Sterling MOTOR TRUCKS

475 HAWTHORNE AVE.
PORTLAND, ORE.

Oct. 17, 1931

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Last spring we sold a Sterling truck to an operator by the name of Earl Griffith who has been working on the Waupinitia cut-off job under contractors Dunn and Baker of Klamath Falls. Mr. Griffith gave us an assignment of the earnings of this truck and theoretically we should have been receiving payments from Dunn and Baker. These have not been received. In particular we wish to inquire as to whether your department has remitted to Dunn and Baker for the period of time from August 10th to September 10th and if payment has been made for the estimates covering that period of time. We will appreciate knowing the date on which such remittance was made.

We understand that the Waupinitia job has been completed and, in all probability, the final estimates submitted to you. We would also appreciate your advice as to when the final settlement was made with Dunn and Baker on this particular job and if the retained percentage has also been paid.

Very truly yours,

J. L. DEHUFF
Credit Manager.

JLD:BE

Mailed to Contractor at Klamath Falls
on — 9-3-31 → E.#6 - Aug. 10 - $27,916.53
+ → 10-6-31 → E.# 7 Sept. 10 - $37,304.83
E.# 8 Oct. 10 - $76,864.98
Will be mailed to Contractors 10-19-31 for sig.

Please put me on the dept

Estimated date of Completion Oct. 20-
No 96% Complete on Oct. 10

ANSWERED
H. B. G.

Form 89—F-21635—5M—5-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED

State Highway Engineer

Date October 18, 193 1

Job name Bear Springs-White River Summit

Week from October 10 to October 17

Mail address Maupin

Highway Wapinitia & The Dalles-California

Telegraph or telephone address Maupin

County Wasco Job prefix 33 PA

Express and freight address Maupin

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading & Surfacing

The oiling operations were completed October 17. pf/tvi

The contractor has a crew finishing the shoulders and cleaning ditches which work will probably take a week or ten days. This will make the date of completion near the end of this month.

(See back of this sheet for instructions and detailed information)

Signed C. C. Stevens

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 17.4

Miles completed 17.4

Miles completed except finishing

Total cubic yards in project 30,000

Cubic yards moved to date 27,905

Miles covered by contractor's forces 17.4

Miles cross-sectioned 17.4

Miles cross-sections completed and checked 14

Miles to be remeasured

Number men in Engineering Party 4

Contractor's average force for week 0 men,

0 teams, 0 steam shovels

Grading work will be completed about Completed

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 24.5

Miles completed 24.5

Miles partially done

Total cubic yards in project 100,000

Cubic yards produced to date 100,000

Average daily yardage produced this week 150

Average daily yardage necessary to complete on time complete

Contractor's average force for week 50 men,

0 teams, 10 trucks

Project will be completed about October 31, 1931

Number of men in Engineering Party 8

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job Percentage
2. Percentage
3. Percentage
4. Percentage

Form 8-G-1 570 500 6-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

PR 163 R3

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

October 17, 1931

Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

I hand you herewith Order for Extra Work No. 7, on the Bear Springs-White River Summit Section of the Wapinitia Highway for you approval, also a copy of Mr. Slavens letter regarding this order which explains its necessity in detail.

Yours very truly,

C. W. Wanzer
Division Engineer

K. D. Lytle
Division Office Engineer

inc.

RECEIVED
OCT 19 1931

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

[redacted]
BEND, OREGON

Maupin, Oregon.
Oct 15, 1931.

Mr. C. W. Wanzer
Division Engineer
State Highway Dep't.
Bend, Oregon.

Dear Sir:

Attached is work order covering extra work connected with the extensions and construction of siphon pipes.

The old pipes were full of sediment which was difficult to remove. Although the contract covers excavation, I do not think this particular excavation should be paid for at the contract price.

The freezing and thawing within the old portion of the pipe had cracked the joints and these leaks were patched with cement mortar. This work was difficult and I believe it should be classified as extra work.

Yours truly,

C. C. Slavens
Resident Engineer.

COPY

PR 1637

September 29, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Herewith are enclosed three signed copies of modified agreement covering the Bear Springs-Wapinitia Section, Project No. 163-B.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/EH.

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

In reply please
refer to File No. Oregon Emergency
F.A.P. 163-B

New Post Office Bldg.,
Portland, Oregon

September 16, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith three copies of proposed Project Agreement, as amended, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Modification of Ben Springs - Wapinitia Project

RECEIVED
SEP 17 1931
OREGON

#1254
Sprague

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
BURGLARY and PLATE GLASS INSURANCE
PORTLAND

September 1, 1931

163-b

Mr. Clarence D. Porter,
Failing Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of August 31st concerning the Dunn & Baker contract No. 1254 - Bear Springs-White River Summit Section of the Wapanitia and The Dalles-California Highways in Wasco County.

Please be advised that according to our records this contract was approximately 56% complete on August 10th. The total amount paid the contractors to date is $126,538.89. The retained percentage is $15,840.56. The completion date of the contract is April 30th 1932.

Very truly yours,
STATE HIGHWAY COMMISSION,
By
Secretary.

Dict. by J. McFarland.

#1254

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

August 31, 1931

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer: In re: Bond No. 3772261-A
Dunn & Baker.

The above bond covers the Surfacing of Bear Springs Maupin Section of the Wapinitia Highway, Wasco County. Will you please advise us the status of this contract and oblige.

Very truly yours,

Clarence D. Porter,
Manager.

EP

FORM S-C-1 P-32564 500 6-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

P(163)3

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

August 22, 1931

Mr. C. C. Stevens
Resident Engineer
Oregon State Highway Comm.
Maupin, Oregon

Dear Sir:

In regard to your phone inquiry of today relative to Federal Aid on your job (33PA).

BEAR SPRINGS-WHITE RIVER SUMMIT SECTION--SURFACING

Sta. 690+18.5 to 1390+42.5---F.A. P. No. 163-B
(No emergency funds being secured on this section)

Sta. 1390+42.5 to 1782+85.5---F.A.P. No. 163-A
(Emergency project. Estimated to be 100% complete on September 1st.)

Mile Post 39.0 to 42.8 (The Dalles-California Highway).
(No Federal cooperation on this section)

The above is taken from a letter written by Mr. Probert July 22nd. and I presume that the estimate Mr. Probert asks for in his circular letter dated August 20th would need only be submitted on that part of the work between Station 1390+42.5 and Station 1782+85.5.

In Mr. Proberts letter to us dated July 22nd he says in part.

"On the surfacing projects, however, no cooperation is being received on the broken stone placed in stock piles, except those materials which will be used for oiling or bituminus macadam work, and cooperation on these materials cannot be secured untill such time as the are actually incorporated into the surfacing."

In view of the above it would be a good idea for you to seperate your sotck pile quantities so that Mr. probert can tell the amo nt that we now have used in the oiling.

You should also not overlook making the haul adjustments on the estimate both for stock piled materials and surfacing.

Yours very truly,

C. W. Wanzer
Division Engineer

By K. D. Lytle
Division Office Engineer

cc S. H. Probert

Mr Probert:-
Do you check the
statements I have made in this
letter? If not please advise me
as soon as convenient.
K D Lytle

Phone to
Lytle re this
Aug 24
Bob

PR 163 B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

August 10, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project No. 163-B.

As the revised estimate recently received for this project will require a modification of the project agreement, it is suggested that if you desire that this modification also provide for emergency advance funds. Preparation of the modification will be withheld pending your reply and estimate revised to show emergency funds.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

[illegible]
[illegible]
[illegible]

August 6, 1931

PR-163-b

Mr. John M. Hickson,
Attorney at Law,
Pittock Block,
Portland, Oregon.

Dear Sir:

Reply is made to your letter of the 5th inst., concerning a contractor by the name of Dunn & Baker of Klamath Falls.

On January 21, 1931, the State Highway Commission awarded to Dunn & Baker a contract for the surfacing and widening of the Bear Springs-White River Summit Section of the Wapinitia and the Dalles-California Highways in Wasco County, State Highway Contract No. 1254.

In connection with this project, Dunn & Baker furnished the State with a surety bond in the sum of $105,003.75 to guarantee the satisfactory completion of the project and payment of claims. This bond was written by the Fidelity & Deposit Company of Maryland for whom R. E. Pinney, Failing Building, Portland, Oregon, is local agent.

L. F. Ireton does not appear as one of the co-bidders on this contract but, it is our understanding, that Mr. Ireton holds a subcontract under Dunn & Baker.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

JOHN M. HICKSON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON
BROADWAY 0673

August 5th,
1 9 3 1.

STATE HIGHWAY COMMISSION
Salem, Oregon

Gentlemen:

I represent some clients holding claims against Dunn & Baker of Klamath Falls, Oregon, contractors, whom I understand have a contract with the State for work on the Wapinitia Cutoff.

I would be pleased to have you advise me whether or not these contractors have a bond up with the State on the contract. Also whether or not Mr. L. F. Ireton is one of the co-bidders on this contract with Dunn & Baker.

Any information you give me in this regard will be greatly appreciated.

Very truly yours,

J. M. Hickson

JMH:M

RECEIVED
AUG 6 1931
STATE HIGHWAY COMMISSION
OREGON

ANSWERED
H. B. G.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with: Contract #1168 Ends with: Contract # 1254

FLASH CARDS: Begins every Contract

Remarks: Contract # 1254, continued on Reel # 11

Reel No. 10 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD 5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 12 day of [redacted] March 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott D. Rhodes

STATE OF OREGON

MICROFILMED PUBLIC RECORD

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Signature Scott G. Rhoden